

THE COMMERCIAL MOTOR

FRIDAY, NOVEMBER 17, 1961
ONE SHILLING

SCOTTISH SHOW
TECHNICAL REVIEW

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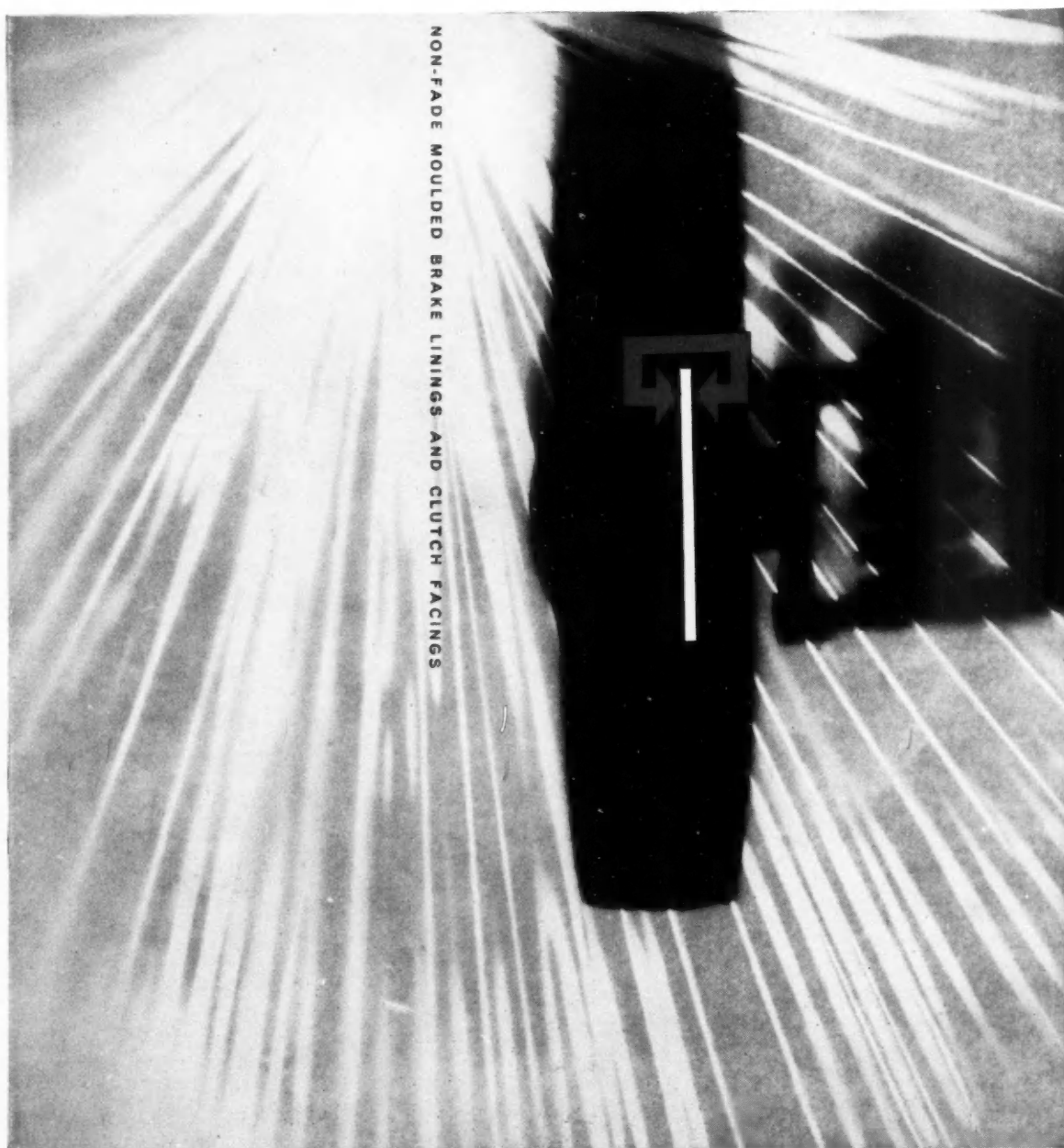
THE AUSTIN MOTOR COMPANY LIMITED
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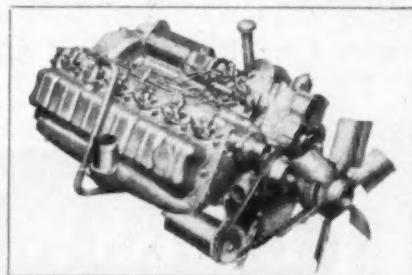
with the NEW 'Six-354' horizontal direct-injection diesel engine

BUILT to the most exacting quality standards and fitted with the new 'Six-354' diesel engine which provides an excellent reserve of power, this new 7 tonner handles tough loads over rough roads with superb assurance. Designed for simplified servicing, easily manoeuvrable, and affording first-class driver comfort, the new model is available with three wheelbases ranging from 9'7" to 13'6". Specification includes a robust four-speed synchromesh gearbox; deep-section, high tensile steel frame; semi-elliptic springs, powerful hydraulic 'Hydrovac' brakes, and 8.25-20 tyres. 'Eaton' two-speed rear axle and five-speed gearbox are optional extras.

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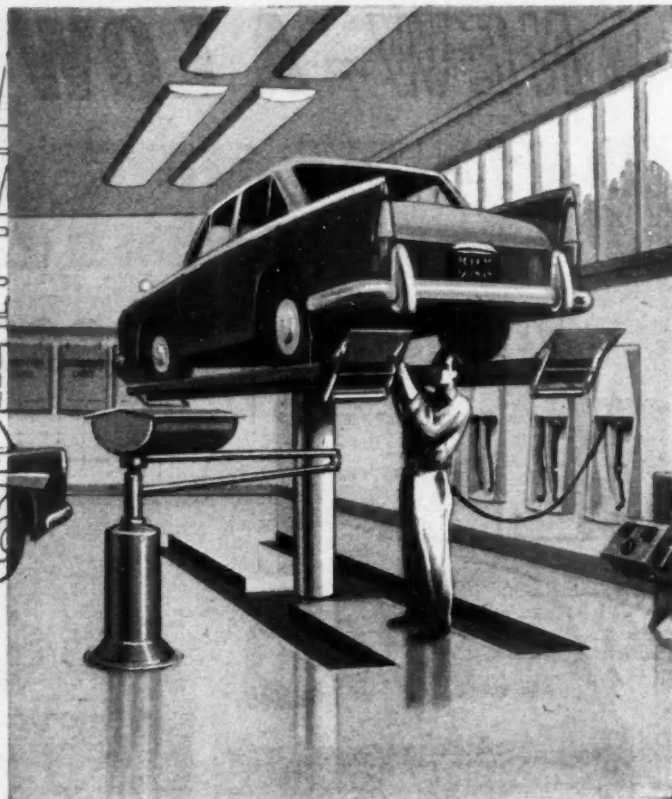
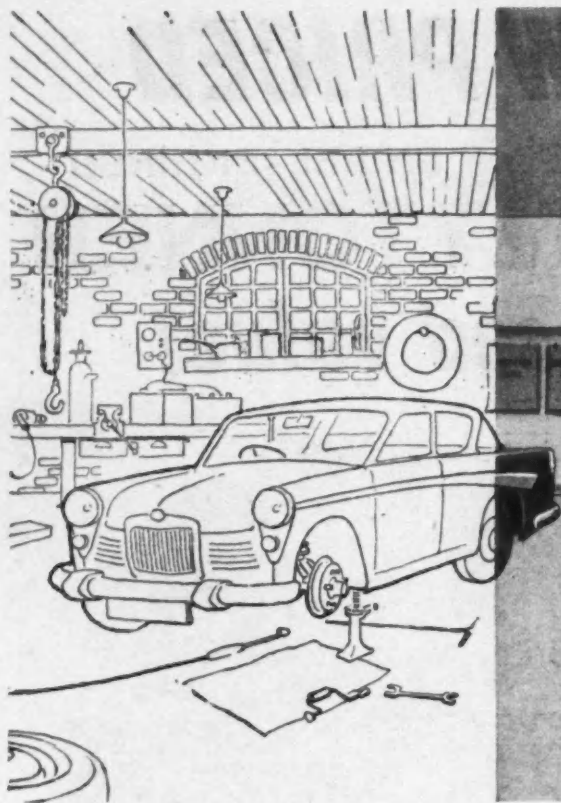
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The 7 TON

CHIEFTAIN

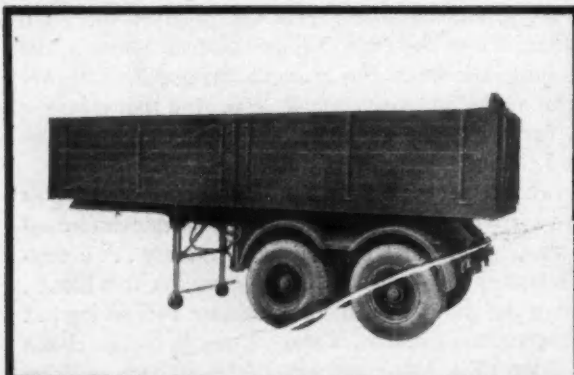
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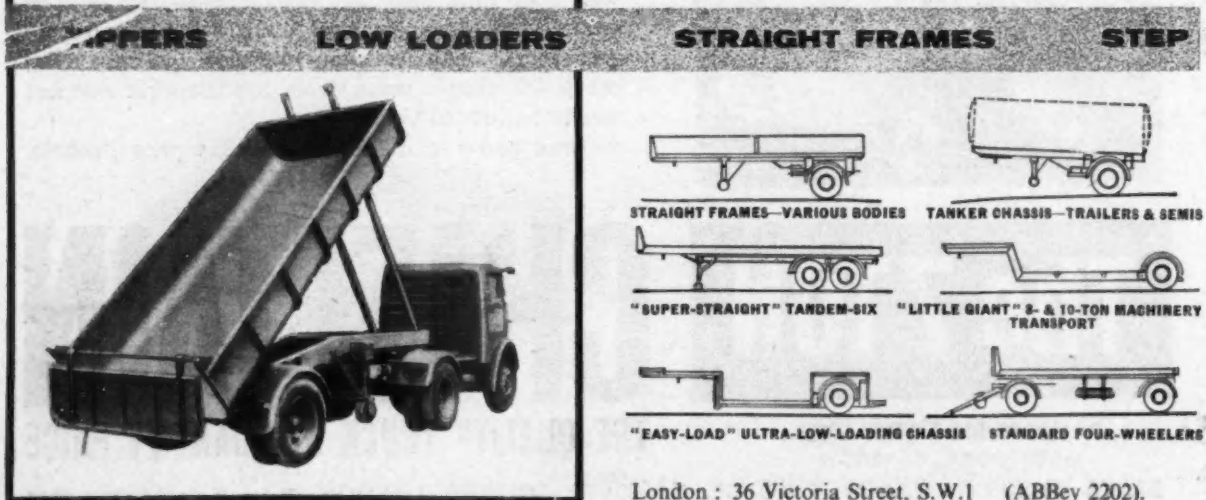
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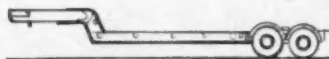


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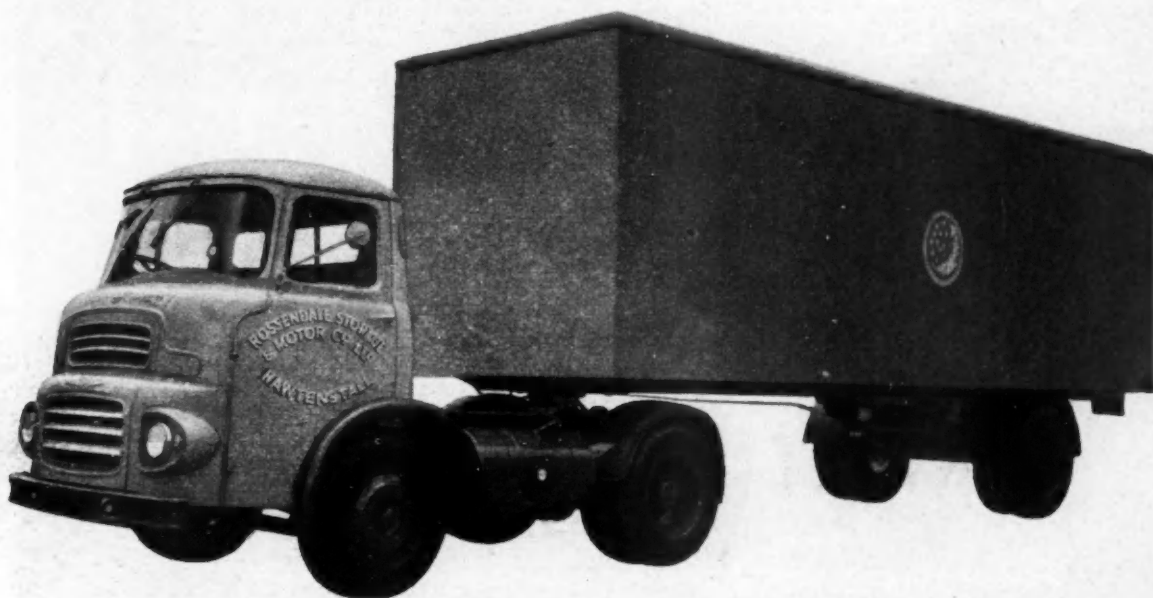
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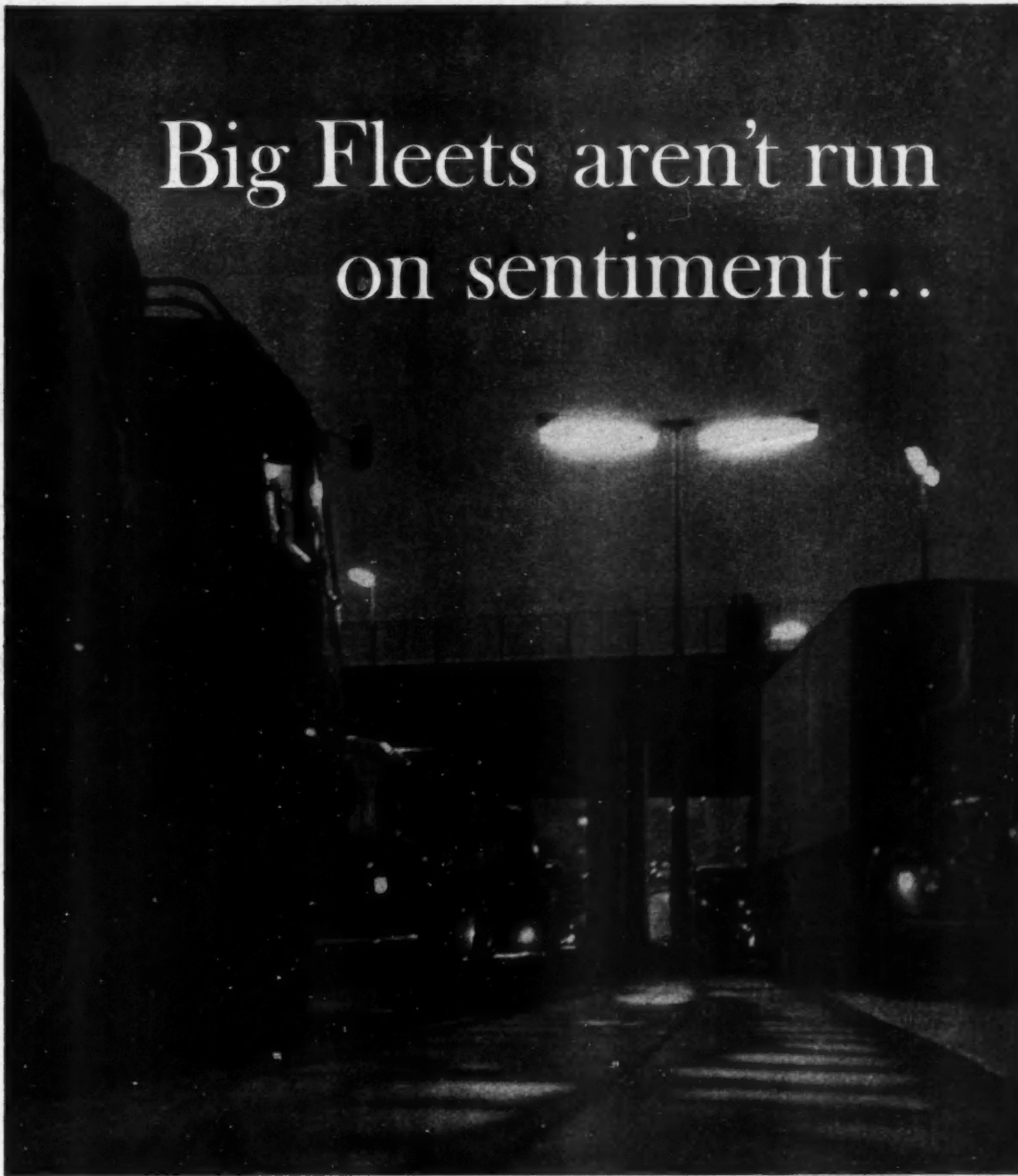
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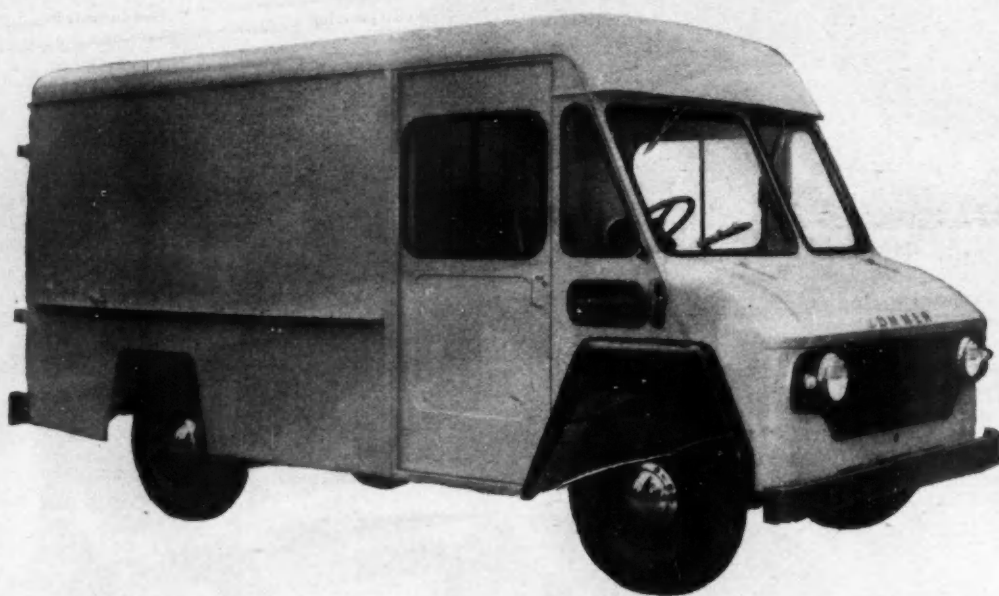
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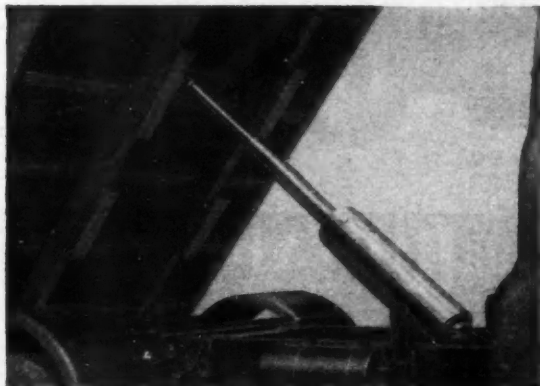
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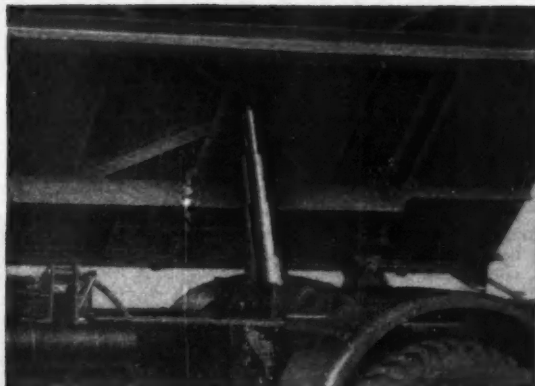
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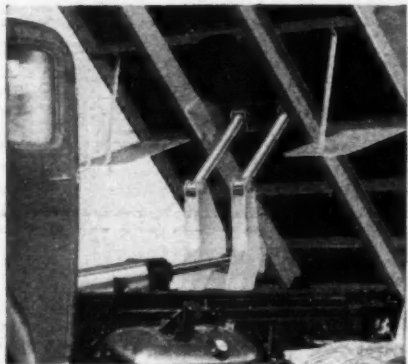
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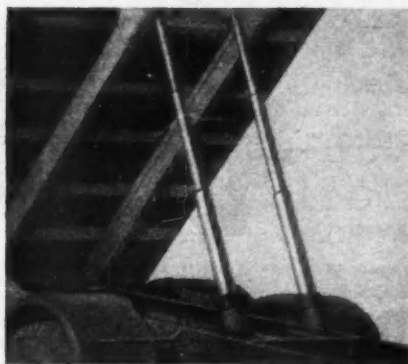
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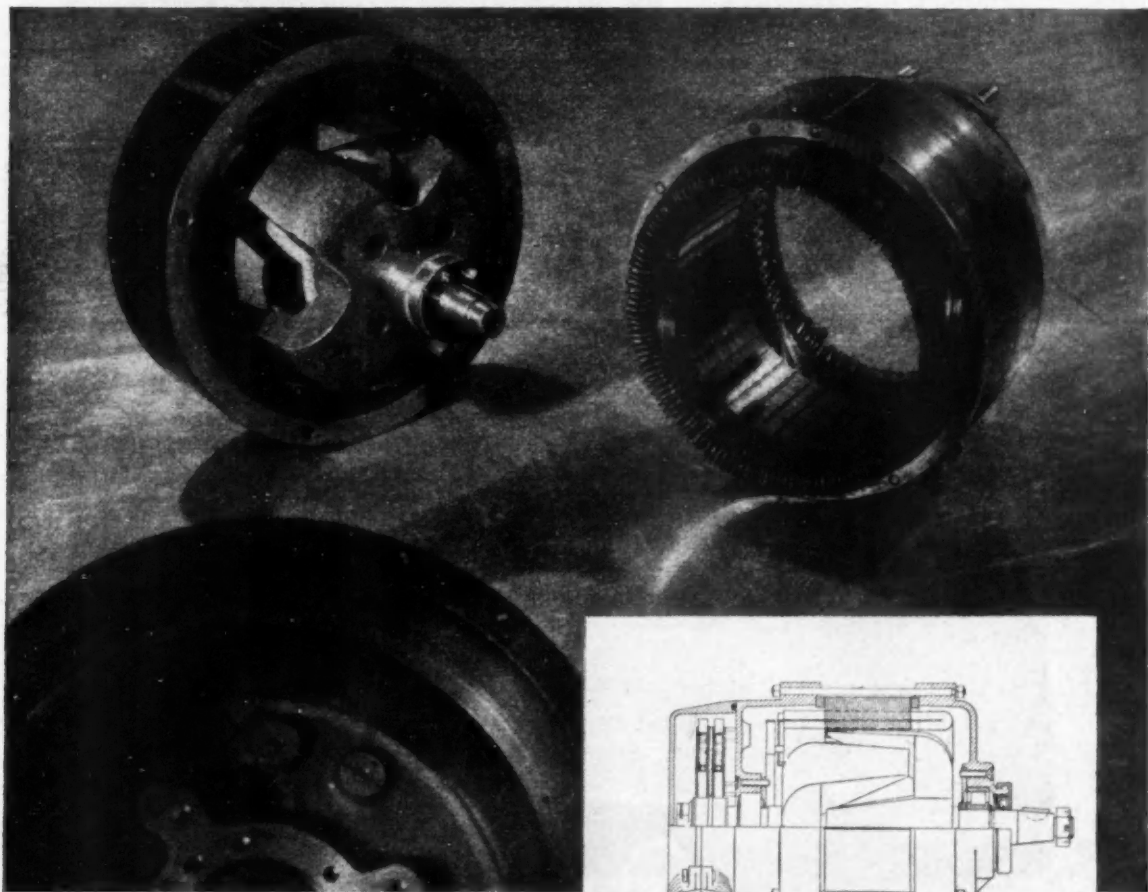
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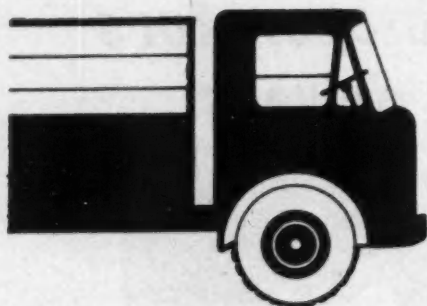
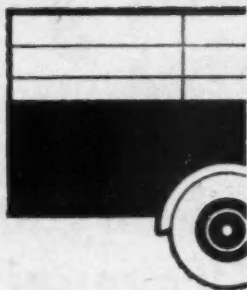
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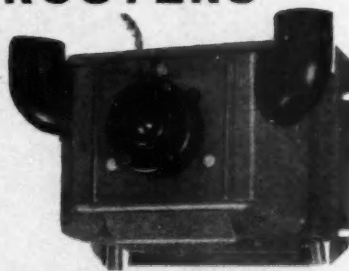


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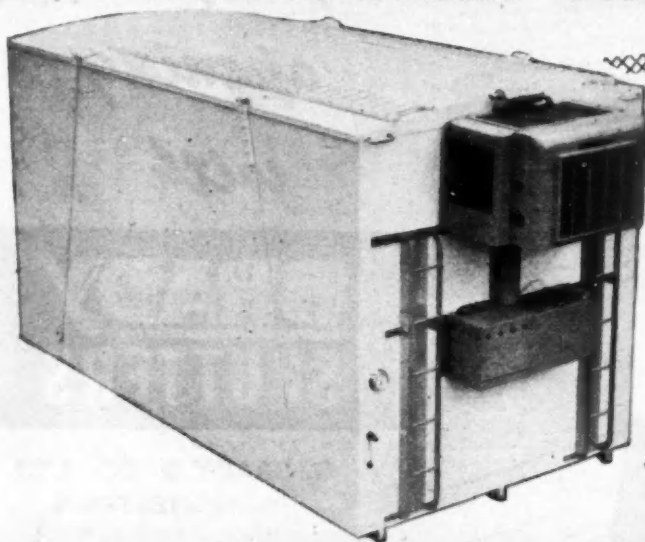
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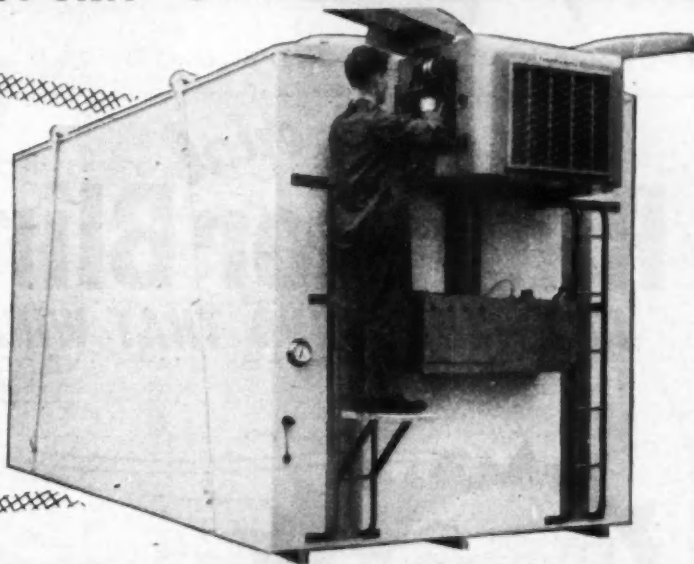
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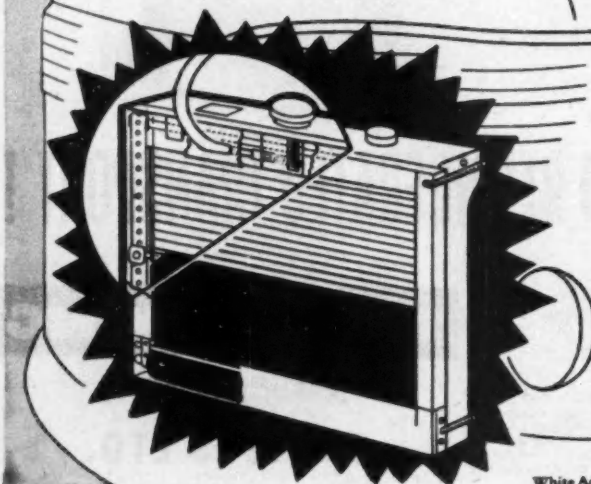
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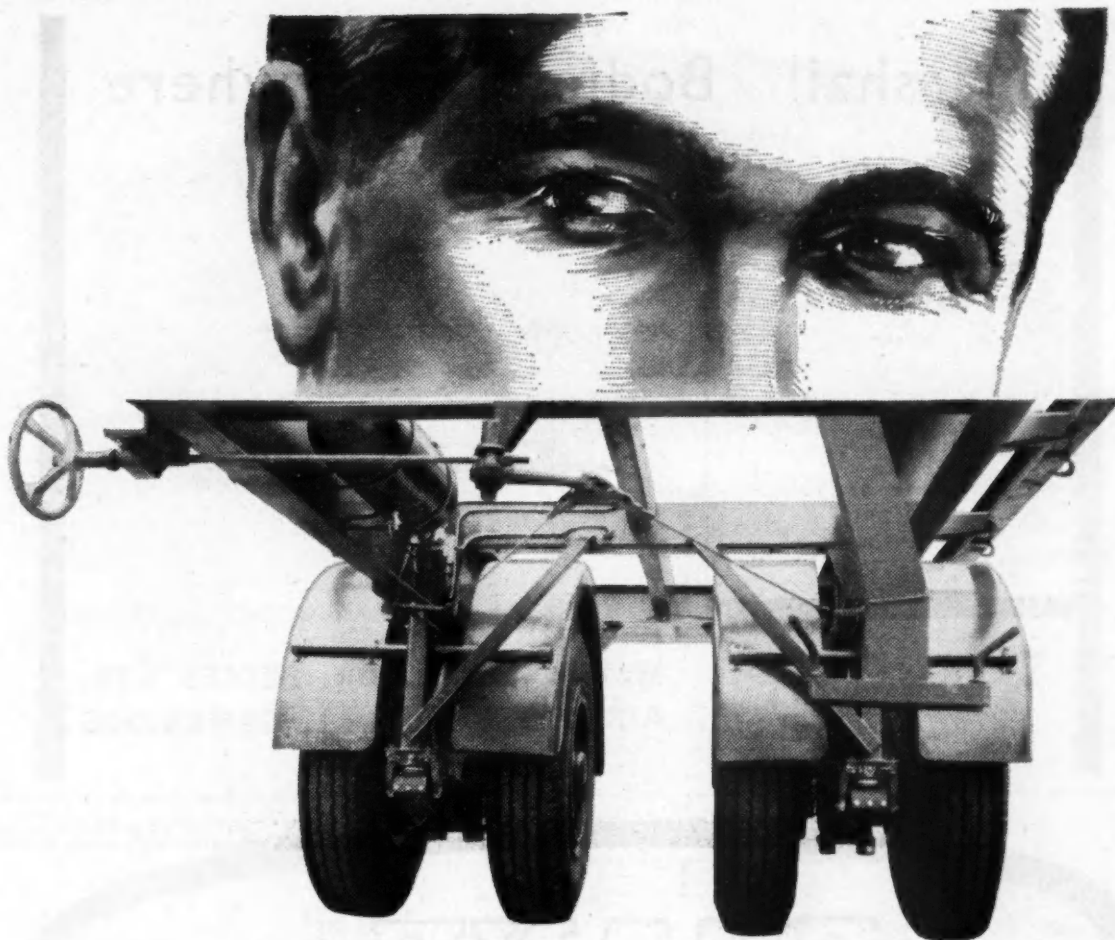
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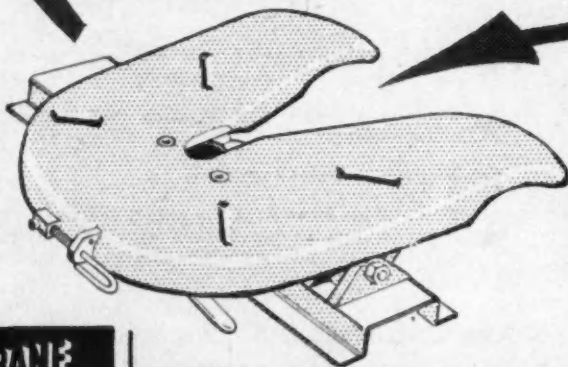
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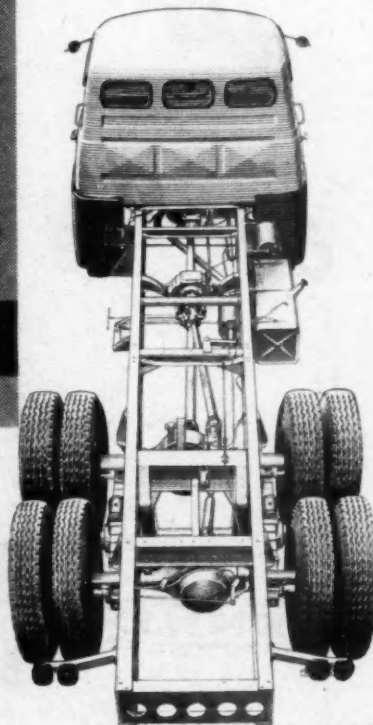
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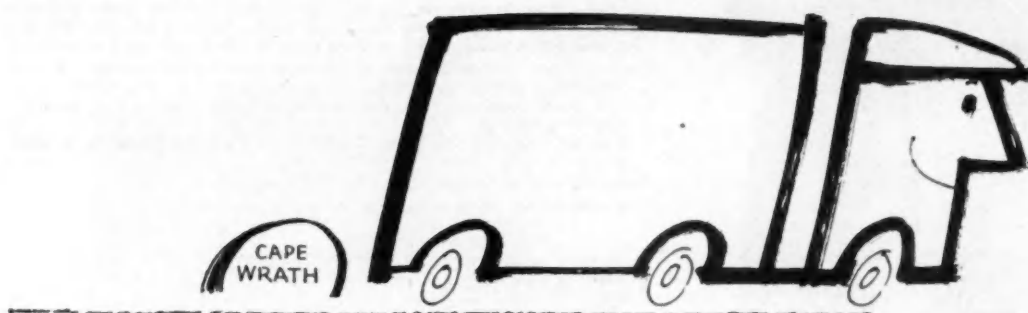
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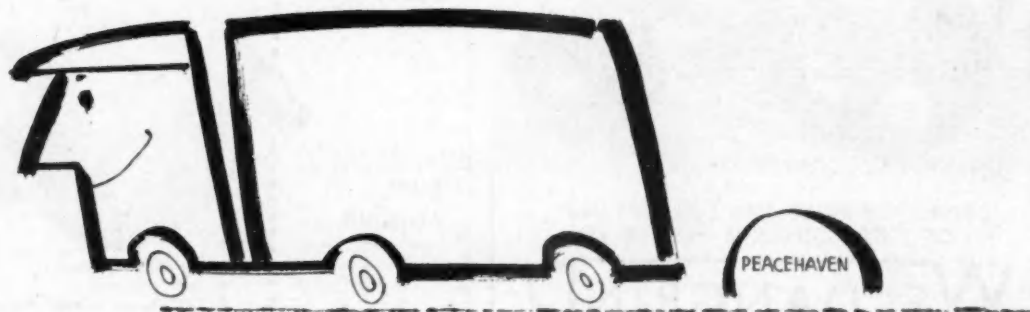
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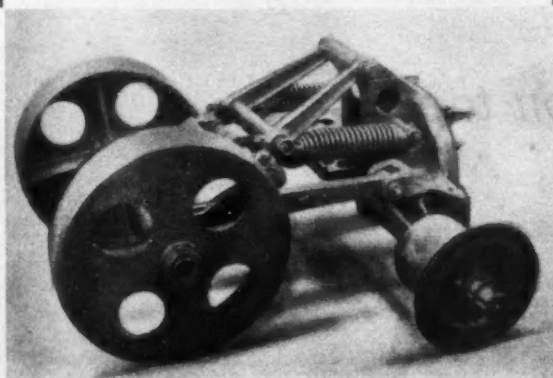
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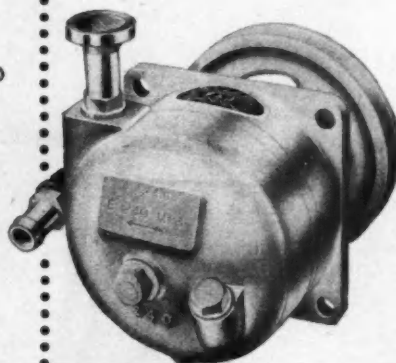
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Service is the Thing

THE managing director of a company running a nationwide C-licensed transport service who, as reported recently, said he wished the railways would take all his trunk transport worries away from him, expressed an understandable concern to distribute his wares as easily and cheaply as possible. It is a concern, however, that frequently makes life much more difficult for C-licence transport managers. The railways play on it; particularly when, as this gentleman did, the C licensee becomes slightly apologetic about his vehicles "cluttering up the roads."

He also said: "We do not want to be over-bothered with transport. Transport is not our business." But it is his business. Circumstances have forced him to move from an all-rail transport system in 1948 to a system where only five per cent. now goes by rail. Ninety per cent. of his products are carried by road, 70 per cent. in his own vehicles. Wistful he may be for the old Great Western Railway, but practicality has dictated the use of road transport—mainly owned by himself. This changed national pattern, because it involves him, is his concern.

This is a time of life or death for the railways. It is to their advantage that as many potential customers as possible think along the same lines as this C licensee, but is it also to the advantage of the customer?

The signals are now about to be set for the railways to steam ahead (if they will pardon an old-fashioned cliché), with their burden of debt removed, with full freedom as to charges, and with no yoke of obligation to act as a common carrier. No doubt, under the leadership of Dr. Richard Beeching, they will become a much more competitive and virile force than they have been in the post-war past—and one obvious main line of attack is on the traffic which goes by C-licensed road transport.

It seems we are to have a "co-ordinated" transport system. To Mr. John Hay, the Parliamentary Private Secretary to Mr. Marples, it means letting the user choose the type of transport which suits him best—he has said so in public. To Dr. Beeching, when he addressed the Institute of Transport in London last week, it meant "the use of each of the various forms of transport to do those things which it can do best—best in terms of quality, service and cost." They are two considerably different interpretations of the word "co-ordination," and it is significant that Dr. Beeching interprets it to mean selection FOR the user, not BY the user.

Dr. Beeching knows what he wants. The C licensee who is not sure what he wants is placing himself in the position of the lady who rode on a tiger—she finished up inside! Fortunately, most C licensees are sure of their views on transport. The Federation of British Industries last year told the Stedeford Committee, on whose findings the Government's White Paper (which resulted in the new Transport Bill) was based: "Any attempt to restrict the freedom of the C-licence holders will meet with most serious opposition."

The main consideration is service. What can the railways offer? Here are some comments recently made by a member of the railways' research department. *Organization*: "Doubtful whether . . . at present best suited to cope with increased traffic." *Technical Problems*: "Many . . . are so far unsuspected." *Wagon Utilization*: "Average . . . one loaded journey per 14 days." *High-speed Traffic*: "Would involve the solution of a large number of technical problems." *Loadability*: "Great many factors need investigation." *Damage*: "Many technical problems." *Reliability*: "Traffic will not stay . . . unless there is a considerable improvement."

They have a long way to go!

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NEXT WEEK

- Two-ton Van Road Tested

Men Who Make Transport

Frederick

IT is usually with a sense of gloomy foreboding that this writer anticipates an interview with a businessman—American or Canadian—from across the Atlantic, who has arrived in Olde England with a go-getter's reputation. One foresees the hardly veiled pity for people like us who drink warm beer, call crackers biscuits, and are so behind-hand with our nuclear bomb shelters; the impatience with us because, though they have so much to teach us we are so slow to learn.

In something of this frame of mind, then, I went to Corby to meet F. W. Davies—in no appropriate frame of mind, that is, for a conversation with a Canadian who turned out to be a native-born Englishman after my own heart.

Moreover, the managing director of the York Trailer Co., Ltd., is a loyal Canadian with a Commonwealth outlook. Having climbed to considerable commercial heights in Canada, though his beginnings were modest near London (the English not the Ontario one), he has returned not to show us what a clever chap he is but to build up a business. He is succeeding rapidly with such products as the York Freightmaster, a lightweight, frameless semi-trailer van, third-axle conversions, semi-trailer tippers and a number of other examples of sound ideas and good engineering.

Somebody (was it Pitt the younger?) once said something about calling in the New World to redress the balance of the Old. What Davies is doing, in effect, is the reverse of that. For the Canadian economy is not what it was in the highly prosperous immediate post-war years. There is unemployment in what is fundamentally a sound industrial and commercial nation. But the home market is totally inadequate to absorb the potential production of all kinds of capital goods for which Canada has unsurpassed

Bird's Eye View

It's a Long, Long Way . . .

THE best laid schemes o' mice and men. . . The motor industry is as liable to things "ganging aft a-gley" as anyone—if not more so, in fact, particularly when it comes to such things as Continental motor shows. Take the Turin Show earlier this month, for instance. Before the Show opened Jaguar pushed the boat out to introduce their new Mark X. Hundreds of people were invited to a sumptuous reception, with private buses laid on to and from the scene of the unveiling.

Unfortunately, there was one thing missing: the Mark X. A 24-hour strike by the Customs authorities at the French-Italian border was responsible.

Rovers fared as badly, too. On the morning of the opening day there were no Land-Rovers to be seen at the Show (and four were scheduled to be there, although the stand inside the exhibition could only have held one), whilst the Land-Rover that was on display still bore GB plates to betray the fact that it wasn't exactly an un-run show model, but a stop-gap hurriedly wrested from a company official in lieu of the exhibit which still hadn't turned up.

Air Competition

THERE have been a lot of applications recently to run internal air services between British towns in competition with existing road and rail services—and very attractively priced some of these services are nowadays! Air travel isn't all milk and honey yet by a long chalk though. There is the difficulty of getting to some air terminals and airports, the time spent

hanging around like a lot of sheep while waiting for a flight (which seems likely to be delayed these days, whatever the weather), the uncalled-for lack of civility from some of the airline employees and, in the case of overseas flights into London Airport (Heathrow), the shocking delays entailed in passing through Customs.

At any rate it's to be hoped that nobody ever designs a bus or coach station quite as inadequate as London Airport is for its traffic.

Nearly Self-sunk

"I DON'T know what to say," said the applicant—and then he went on to say far too much. At the Metropolitan court the other day, the applicant very nearly failed to secure a grant for an unopposed application to carry waste from R.A.F. camps.

He told Mr. C. J. Macdonald, the Metropolitan Deputy Licensing Authority, that a Ministry officer had been to see him. The officer had suggested that it would be better for him not to continue doing the work without the sanction of a carrier's licence.

"And then what did you do?" asked Mr. Macdonald—with some concern, I thought.

"Well, I could not give up doing the work because then I should have broken my contract to do it, and if I had no contract you wouldn't give me a licence to do it anyhow."

"Don't do it again," said Mr. Macdonald, "I'm not a rubber stamp for licences." All the same, he gave him as much as he needed.

William Davies

technical know-how. So he saw clearly that the Dominion must look overseas for trade in much the same way (though for slightly different reasons) as Britain has been doing since the war.

So it came about that in 1955 he became, in his own words, "So infected with the tremendous possibilities in Britain and Europe that I decided to go it alone." York Trailers was born in obscure circumstances, but with a rich dowry of Canadian designs and fresh ideas for aggressive selling and merchandising methods. By 1961 the company is able to claim that it is one of the largest builders of semi-trailers and third-axle conversions in the United Kingdom.

F. W. Davies is by no means the kind of brash, loud-talking tycoon I caricatured in the first paragraph of this article. On the contrary, he struck me as a quiet man who chooses words with care and restraint and who likes to treat all-comers with great courtesy. This is not to say, however, that he does not also convey the impression of great reserves of energy. He demands, or so it seemed to me, that he himself gets on or gets out in the same way that he demands it of others. Also he is a firm believer in hard selling. If the unconventional or frowned-upon method seems likely to sell vehicles, raised eyebrows in the industry are more likely to spur than to deter him.

His undoubted engineering and sales experience has been acquired over many years—ever since he left his London school, in fact. One of his earliest jobs was with the Reo Motor Co., of Lansing, Mich. For that organization he went to Scandinavia and South Africa, and his connection with transatlantic industry was confirmed. Then he went to South America for Fruehauf, acquiring in an imaginative, free-ranging fashion new ideas for selling and servicing.



No brash, loud-talking tycoon—Mr. F. W. Davies.

The war saw him in the R.C.E.M.E., and post-war saw him with his way to make again. In a disused War Assets factory in a Game Reserve at Ojibway, not far from Windsor, Ontario, and with some financial support from the U.S., he founded Trailmobile Canada, Ltd. From humble beginnings the company flourished, until in 1949 he took his 70-odd employees to a new set-up in Toronto. Business boomed. Branches were opened in strategic positions across the Dominion and a servicing organization was established at Etobicoke. But when in 1954 recession became a fact, in spite of the extensive national whistling to keep courage up, he realized to the full that the Canadian economy was such that it simply could not support very many aggressive concerns unless they built up substantial export outlets.

So he came to Britain to survey the scene for the parent company, Trailmobile, Ohio. What he saw impressed him mightily but most of his associates were singularly cold to his conception of a manufacturing subsidiary in Britain. It was at that stage he decided to set up an independent business supported by two trusted colleagues.

As he related his York Trailer origins in Britain, I was irresistibly reminded of Kipling's "If"—"if you can make a heap of all your winnings and risk it on one turn of pitch and toss. . . ." It looked like that. All the Davies personal resources went in.

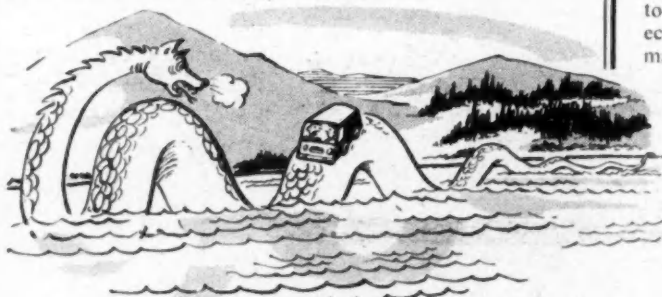
Well, it paid off all right—by whatever painful stages and however often his heart came into his mouth. He believes that something pretty near to self-satisfaction on the part of British producers helped in the development.

And when, because of British economic prosperity, suppliers of essential components slowed their deliveries down, he raised a hornet's nest in their sales offices by importing the necessary parts from Toronto—by air.

Today his company employs over 300 people at Corby. It has branches in London, Warrington and Glasgow (which is Scotland's first all-trailer service depot). Profits are respectable. Everything therefore sounds as merry as a marriage bell. It was a marriage bell—between Canadian innovation and British tradition. Or perhaps Davies would prefer me to call it a tocsin. Well, let it be so. H.C.

B1

By The Hawk



"This road's getting very hilly, Jock!"

Combined Timetables

A PRAISEWORTHY example to other operators is set by East Yorkshire Motor Services, Ltd., and Hull Corporation. They have co-operated in the production of a new timetable containing full details of all their co-ordinated services in Hull. It includes lists of departure times on routes partially served by East Yorkshire services extending some distance beyond the area of co-ordination.

The services themselves have been co-ordinated for some 27 years. While it may, therefore, be said that the combined timetable has not come too soon, there are many other areas where no attempt is made to publicize, in one booklet, all the services available. The lack of information of this kind can be quite sufficient to discourage potential passengers, and in particular the non-regular customer.

Bus Workers in Pay Queue

FROM OUR INDUSTRIAL CORRESPONDENT

PRACTICALLY all Britain's bus workers—some 216,000 men and women in all—have now joined the queue for higher pay.

Not to be outdone by their 39,000 London colleagues, leaders of 177,000 provincial bus workers have decided to lodge claims of their own. They will demand a "substantial" rise in wages and payment of time and a half for all Saturday work. At present they receive time and a quarter after 1 p.m.

The only point they left undecided was the timing of their two claims, one on behalf of 100,000 workers employed by provincial company undertakings, and the other for 77,000 workers in municipal bus fleets.

Clearly they wanted to see the outcome of yesterday's (Thursday) meeting with the London Transport Executive at which a reply to the London men's claim was expected.

In spite of public statements to the contrary, the union leaders had little doubt that the answer would be a turn-down. But it was the manner in which it was to be made that particularly interested them.

Any slight sign of "give" would lead to an immediate presentation of their claims to the two sets of employers.

There was much speculation about possible "horse trading" by London Transport. Although they were inhibited by the Government's wages pause from giving a straight pay rise, there was talk that they might make special payments to selected groups of workers in return for operating new services.

One such service might be the long-disputed operation of one-man buses on outer suburban routes. Up to now all London Transport's efforts to introduce them have foundered on the men's claim to share 55 per cent. of any savings.

Another service that might attract a bonus payment could be the new 72-seater Routemaster, especially on central routes. At present there is only

agreement to work 12 of them on a trolleybus route.

A third possibility were "standee" buses—36-ft. single-deckers carrying a large proportion of standing passengers. Although considered by many busmen as too unwieldy for London traffic, they are reckoned by some experts to be the answer to the rush-hour problem that, it seems, will not be solved by staggering.

The provincial busmen, who received an increase of 11s. a week after going to arbitration only last Spring, base their new claim on three points:

1. The low level of their pay. Mr. Sam Henderson, national passenger group secretary of the Transport and General Workers' Union, said earnings in relation to hours worked were among the lowest in the country.

2. Shortage of staff. Some companies, Mr. Henderson said, were only getting by because busmen worked excessively long hours—50 to 60 a week, and in some areas, particularly on the coast, even over 60 hours.

3. The rise in the cost of living. This had gone up 4 per cent. in the past 12 months.

OPERATORS COMMENT

COMMENTING on the new claim for busmen, Alderman J. Rafferty, chairman of Leeds Corporation Transport

BODYBUILDERS BOUGHT BY SHIPBUILDERS

THE bodybuilding concerns of Holmes (Preston), Ltd., and Homalloy (London), Ltd., have now become part of the John Brown group, with the purchase of the holding company, Holmes Homalloy, Ltd., by John Brown and Co., Ltd., for £578,000. There will be no change in the executive control: Mr. William Holmes remains managing director and his brother Mr. Harold Holmes continues on the board. The Homalloy companies will now be associated with Cravens, Ltd., railway carriage builders, who are already in the John Brown group.

Mr. W. Holmes said last week that the business would continue to expand: "We have had a lot of inquiries for larger contracts."

Committee, said the stage had been reached where there was a danger of pricing themselves off the roads. He was referring to a statement that the unions might ask for at least an extra £1 a week and said: "A demand for an extra £1 a week is fantastic." He said they could not stand an increase of that kind and an award of half that amount would inevitably mean fare increases.

A spokesman for one of Yorkshire's largest bus companies said the demand was alarming and any further wage awards would have to be passed on to the public.

Stockton Check

TRADERS' ROAD TRANSPORT ASSOCIATION is to take a census of collections and deliveries to and from Stockton-on-Tees shops and other business premises.

Forthcoming Events

November 22.—Institute of Road Transport Engineers, Annual Dinner and Dance, Café Royal, London.

December 11.—Institute of Transport, Henry Spurrier Memorial Lecture, London.

December 18.—Institute of Transport, Annual General Meeting, London.

1962

February 22-March 4.—Amsterdam Show.

March 16.—Institute of Transport, Annual Dinner, The Dorchester Hotel, London.

April 7-8.—National Coach Rally, Blackpool.

April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.

May 5-6.—8th British Coach Rally, Brighton.

May 8-18.—Mechanical Handling Exhibition, Earls Court.

May 15-17.—Public Transport Association Conference, Harrogate.

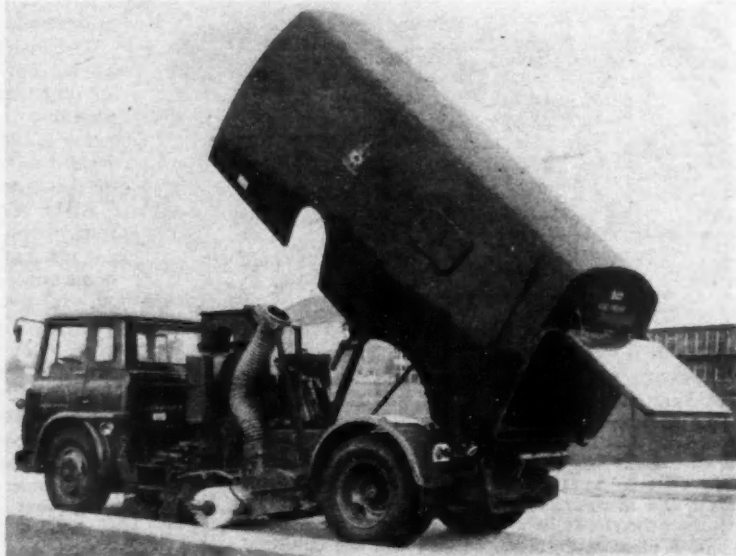
May 29-June 1.—Institute of Transport Congress, Cardiff.

September 21-29.—Commercial Motor Show, Earls Court.

October 15-17.—Road Haulage Association Conference, Bournemouth.

October 17-27.—Earls Court Motor Show.

Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Geneva—March 15-25; Paris—October 4-14; Turin—October 31-November 11.



Recent addition to Glasgow Corporation's fleet is this Bedford/Lacre suction sweeper-collector mounted on a TK 7-ton chassis. A gutter cleaning brush is connected to the dirt container by a rubber suction hose, while an extension brush can be engaged to sweep debris into the path of the collector.

Britain is World's Biggest Commercial Vehicle Exporter

£94,153,420 Earned in Nine Months

ON the eve of the Scottish Show, the Society of Motor Manufacturers and Traders announced that British commercial vehicles have continued in strong demand both at home and abroad. Production for the United Kingdom market has been overall at a higher level than last year, while the number of lorries, buses and vans exported has never been greater—over 130,000 in nine months. This record in overseas trading was maintained in the month of September itself when more than £8 million was earned.

The following list shows the principal markets for British vehicles, and

represents an export performance that is exceeded by no other manufacturing country.

	Number	Value £
Australia	10,949	7,263,316
Union of South Africa	9,656	7,174,054
Nigeria	5,160	3,565,064
New Zealand	6,698	3,438,516
Denmark	6,081	3,417,323
Belgium	5,406	3,370,640
Pakistan	3,743	3,277,148
Argentina	4,915	3,251,709
Ghana	3,488	3,216,190
Irish Republic	4,819	2,785,000
Others	70,334	53,394,460
Total	131,249	£94,153,420

Chiding Politicians and Planners

POLITICIANS who posed as experts in transport, and planners who devised schemes which did not give priority to public convenience were chided at the annual dinner of the Merseyside Section, Institute of Transport, at Liverpool this week. Mr. James Amos, president of the Institute said: "You can hardly do anything in these modern times without a party politician coming to see you, asking for advice and how all is going on. Ten minutes later he goes away a transport expert himself. It is not so easy as that."

There were too many boundaries—the industry was pestered with them—and too many public authorities, he said. Because there were those who believed in the inevitability of gradualness, solutions of problems were long delayed and the position, in some instances, might be the same 25 years hence. Those who wanted to see a Merseyside Traffic Authority should themselves go ahead with their attempts in finding solutions to traffic problems. This would reflect credit on the whole of the area.

OBJECTION WITHDRAWN

AN objection by British Railways and British Road Services was withdrawn at the hearing of applications by a Heybridge (Essex) haulage firm before the Eastern Licensing Authority, Mr. W. P. S. Ormond, at Chelmsford last week for variations of A and B licences to double the existing distances permitted. The applications were made by Mr. G. G. Wiseman and Mr. W. W. Wiseman, trading as W. Jarvis and Son, of Heybridge.

The variations, which were granted, were for haulage within 150 miles of firms at Maldon and Silver End; within 100 miles of another firm at Silver End; a general radius of 30 miles of base; and journeys to and from the Greater London area.

Pipelines in Profusion?

FROM OUR POLITICAL CORRESPONDENT

THE Minister of Power's Trunk Pipelines Bill is now expected at the end of this year, or early in 1962. It will set out, right at the start, what are considered to be the basic conditions necessary for the orderly development of this blossoming form of transport. That the Government have caught on to the idea is clear by two other things which have just happened.

First, the Transport Bill put forward by Mr. Marples recognizes that railways, railway land and canals will play a big part in the shaping of any grand "main" from which developments will take shape.

The Bill therefore gives powers to the various Boards replacing the B.T.C. to provide and operate pipelines on their land, or to negotiate for others to do so, subject to Ministerial control.

Event No. 2 which has clearly pointed the way is the Minister of Power's decision to allow the Gas Council to start importing Sahara methane into this country.

This gas, which will be shipped here liquefied and frozen, will be piped to its destinations in the lower industrial half of Britain.

A Gas "Grid"

The Gas Council has plans for an £18 million project to build a main from the Thames to the Mersey, from which the London, Manchester and Birmingham areas can be served with quantities of this "enricher" gas.

The main is envisaged as the fore-runner of the national gas grid which is being urged on all sides. This project is aimed at revitalizing the gas industry, which has been warned that it must progress if it is to survive. The plan will have repercussions wider than this, however.

A great trunk highway from the Thames to the Mersey was also foreseen in the private Trunk Pipelines Bill which was withdrawn from Parliament last session after a thorough airing.

Prepared by a business consortium, this imaginative project emphasized that the

Transport Debate

THE Government have fixed next Monday and Tuesday, November 20 and 21, as the days for the first big debate on the Transport Bill.

Early signs are that the Opposition will strongly contest the break-up of the B.T.C. But there are also signs that some trade union opinion at least favours the new freedom proposed for the railways. While there is some suspicion of the Government's ultimate objectives, it is felt that the proposals to shelve or wipe away a large part of the railway debt is a realistic move to take the shackles off a limping industry.

Opposition plans for the debate were being carefully laid during this week. Mr. Gaitskill is expected to take a prominent part, together with his Transport and Financial spokesmen. They will line up against the Transport Minister, Mr. Ernest Marples, and his parliamentary secretary, Mr. John Hay.

greater part of the consumption of energy in England occurred within 40 miles of their proposed main.

Although the initial idea would be to convey lighter petroleum products and liquefied gases, the route, once established, could if necessary be used to embrace the transporting of other petroleum substances and "other pumpable products."

Important Conclusion

Promoters of this Bill reached the important conclusion that, of the 300 miles of pipeline eventually proposed, only 0.61 miles needed to be on land privately owned.

From Denham in Buckinghamshire to the Mersey via Birmingham—the major part of the trunk—the route was planned entirely on the property of British Waterways.

For the rest, from Denham to Canvey, it could be laid mainly on railway and canal land, or by using existing pipeline routes.

The facts elicited by this Bill show that the power given to the component Boards under the new Transport Bill should therefore play a vital part in constructing the first all-purpose trunk pipelines.

It is possible that a multi-purpose route will result from the simultaneous plans now being laid. It appears that the inconvenience to private landowners at least will be practically nil.

It is also probable that many other similar plans will begin to take shape once the Government's plans for control are made known in the next month or two.



Mr. J. C. A. Whitworth.

Mr. A. E. Maiden has been appointed chief engineer of Laysall Cromard, Ltd., in succession to the late Mr. S. Hedgecock.

Mr. W. H. Farr has completed 50 years' service with the Mansfield District Traction Co. He is the first employee of the firm to do so.

Mr. C. F. Heywood has joined the Liverpool firm, Andrews Bros. (Bristol), Ltd., to manage its new reinforced plastics department.

Mr. W. H. Spencer has been appointed an assistant chief engineer to take up a new post in the motorways branch of the Ministry of Transport.

Mr. J. C. A. Whitworth has been appointed to the board of S.P.D., Ltd. He joined the company as assistant general manager in 1956.

Mr. S. R. Gray has been appointed southern area sales manager for Cranes (Dereham), Ltd., and the recently formed company, Crane Fruehauf Trailers, Ltd. He will be based on the London office of Cranes.

Mr. D. W. Gillard, a sales representative of Joseph Lucas (Export), Ltd., was leaving London last Tuesday to visit Mauritius, Mozambique and Nyasaland. He will be making a market survey of the three territories.

Mr. R. V. Thomas has been appointed president of Goodyear International in succession to Mr. F. T. Magennis, who has retired. Mr. Thomas has also been appointed a director of the parent Goodyear Tyre and Rubber Co.

Mr. K. C. Turner, national president of the Traders' Road Transport Association, was last week presented with a clock by the East Midlands Division of T.R.T.A., in recognition of his four years as chairman of that Division.

Mr. Leonard Dyer has been appointed chief sales representative in the south-western area for Wipac Group Sales, Ltd., Buckingham. His territory stretches from Northern Ireland to the Isle of Wight, and includes the Channel Islands.

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Men in the News

Mr. Alec Issigonis, chief engineer of B.M.C. since 1957, has been appointed technical director of the corporation in succession to Mr. S. V. Smith who has retired. Mr. Issigonis has also been appointed to the board of the Austin Motor Co., Ltd.

Mr. I. Orme has been appointed manager of the Cambridge depot of Kerry's (Great Britain), Ltd. Mr. G. T. Ward is now depot manager at Chester and Mr. R. E. Shippey has taken over in a similar capacity at Leicester. Mr. A. T. Francis has been appointed depot manager at Sheffield.

British Road Services announce the following appointments, all with effect from November 6: Mr. R. Cook, area manager, Northern Area, Removal and Travel Department, Pickfords Division, on the retirement of Mr. G. E. Jenkins; Mr. G. E. Papworth, divisional staff officer, North Eastern Division, in succession to Mr. I. M. Colquhoun, who has joined the Central Electricity Generating Board; Mr. R. Smith, divisional engineer, Midland Division, on the retirement of Mr. H. Q. Hudson.

Brigadier A. Levesley, a director of Edgar Allen and Co., Ltd., Sheffield, has been elected president of the Welded Tool Manufacturers' Export Association, and of the Welded Tool Manufacturers' Association, in succession to Mr. R. P. Wallace, of Jessop-Saville, Ltd. Mr. B. H. Chambers, manager of the engineers' tool dept., of Edgar Allen and Co., Ltd., is a member of the committees of these associations, but he will be succeeded by Mr. V. W. Oakes at the end of this year on his retirement from the company.

ORDERS and DELIVERIES

GUY ORDER A.E.C.: Guy Motors (Europe), Ltd., the newly formed company which has taken over the business previously carried on by Guy Motors, Ltd., has placed an order for 48 A.E.C. AVU 470 engines and gearboxes for use in goods models.

SHORT TITAN PREFERRED: A further two Leyland Titan PD2.40 27-ft.-long chassis with synchromesh gearboxes, vacuum brakes and exposed radiators have been ordered by the West Monmouthshire Omnibus Board. The 55-seat rear-entrance double-deck bodywork is to be built by Massey Brothers (Pemberton), Ltd.

LEYLANDS FOR MONTEVIDEO: A repeat order has been placed by C.U.T.C.S.A., the private-enterprise co-operative concern which provides most of the bus services in Montevideo, the capital of Uruguay, calling for 59 Leyland-M.C.W. Olympic integral-construction buses, 52 will have special 40-seat bodywork with wider



Mr. T. G. Hardy.

Mr. J. Griffiths, chief engineer of the British School of Motoring, has been appointed a director of that company.

Following the death last month of Mr. E. S. Caplin, transport manager of the North Thames Gas Board, the following appointments have been announced: Mr. T. G. Hardy, transport manager; Mr. E. B. H. Elsbury, deputy transport manager; Mr. P. N. Green, superintendent, motor repair shop, Brentford.

Obituary

WE regret to record the deaths of Mr. J. S. Farnsworth, Mr. J. Gribbin and Mr. S. V. Haddleton.

Mr. Farnsworth, who was 51, was a haulage contractor at Old Whittington, Chesterfield.

Mr. Gribbin, who was 77, was a haulage contractor at Newcastle upon Tyne.

Mr. Haddleton, who was 60, had been advertising executive of the Nuffield Organization for many years, after a long association with the Riley company. Previously he served with the John Bull Rubber Co. He died after a long illness.

rear-entrance doors and the remaining seven will be of the standard 44-seat design. The value of the order is over £400,000.

MERRYWEATHER FOR HONG KONG: A Merryweather fire appliance based on an A.E.C. Mercury chassis underwent trials at St. Catherine Dock, London, last week. It is designed as a dual-purpose machine, being capable of acting as a mobile relay pumping unit or a 10-hose fire-fighter. The primary function of the machine will be to re-charge static water tanks in the event of a serious fire in the island, which has many inflammable buildings and limited water supplies.

CLYDESDALES FOR SCOTLAND: Ten Albion Clydesdale tractors, of which six are to have the standard Albion all-steel cab and the remainder the alternative glass-fibre cab, have been ordered by Road Services (Forth), Ltd.

Road Service Licence Amendments

MINOR amendments to procedure in varying road service licences were made this week by The Public Service Vehicles (Licences and Certificates) (Amendment) Regulations, 1961, which came into force on Monday.

First, Traffic Commissioners are not now obliged to notify all interested persons of publication of such applications. Secondly, subject to publication of the decision, the Commissioners can waive publication of such applications and consideration of objections when the variation is for a period of up to eight weeks.

The Older the Safer?

OLDER drivers tend to have fewer accidents than younger men with the same length of service. This was one of the points made in a paper, based on the accident experience of London Transport bus, coach and trolleybus drivers for the years 1957 to 1959, presented at a two-day conference convened by the British Occupational Hygiene Society last week. The general title was "The Vehicle Driver—Some Aspects of Environment and Safety," and the conference was held at the Traffic and Safety Division of the Road Research Laboratory at Langley, Bucks.

The paper based on a study of London bus drivers was given by Mr. C. J. Cornwall of the London Transport Executive. Punched card records were made of all collisions with moving or fixed objects or persons. Many of these were of trivial nature, a fact which must be borne in mind when considering the accident rate of 1.37 per driver per year of approximately 19,000 miles driven.

It was found that increasing experience is associated with a steadily diminishing accident rate. This was not only true in the early years of driving but appeared to continue until drivers passed into the group with 14 or more years of service.

The conclusions reached were that the accident rate fell to a marked extent as age increased as far as the forties, and that for older men the variation with age is much less.

Papers on safety belts and the problems of measuring the effects of fatigue in relation to driving were also presented. Although safety belts were considered to have considerable benefits for the occupants of private cars and light vans, their provision for bus drivers did not seem justifiable. Dr. L. G. Norman, Chief Medical Officer of the London Transport Executive, who is the President of the B.O.H.S., stated during the course of discussion that it was not planned to fit them to London buses.

SEVEN-YEAR TESTS

UNDER the Motor Vehicles (Tests) Extension Order, 1961, compulsory testing will be extended after December 31 to all vehicles weighing not more than 30 cwt. unladen, and which are seven or more years old.

London Dock Chief Calls for Co-ordination

A CALL for more discussion and co-ordination between everyone using this country's docks was made in London on Monday by Viscount Simon, chairman of the Port of London Authority. Purely in his personal capacity, he was presenting a paper on "Seaports as links in the transport chain" to the Institute of Transport.

General experience over the past 30 years, Viscount Simon said, had been of falling rail traffic to and from ports, and increasing road traffic. This called for redevelopment of the lines of access. "It seems to me," he said, "that there is room for better co-ordination between the various authorities and administrations concerned, and this might bring substantial results."

Later he said, speaking of the present congested situation in the docks: "I find it hard to believe that intelligent co-operation between the interests concerned cannot do better than this. We might do some good if we got together again and

examined this question with unbiassed minds."

He also warned that increasing use of "roll-on, roll-off" ships and container ships meant a need for bigger marshalling areas in ports. He could not believe that the present difficulties being experienced in using mechanical handling were insurmountable.

PORTS DEVELOPMENT URGED

A SUGGESTION that more encouragement should be given to development of ports away from the "magnet" of London is made by Essex county planning committee in a report on town planning, highways and internal transport systems.

This is to be considered by the County Councils Association, who are at present preparing a memorandum of evidence for the Ministry of Transport Rochdale Committee of Inquiry into the major ports of Great Britain.

The Mystery Hirer

A CHORLEY (Lancs) company lost their claim for £178 18s. 9d. for the hire of a lorry at Chorley County Court last week.

Mr. S. H. Cross, for the plaintiffs, North Western Tippers, Ltd., Chorley, said the claim was for the hire of a lorry to Wilfred Tiplady, of Oxford Street, Morecambe.

The secretary of North Western Tippers, Mr. H. Holt, said on June 4 a man whom he did not know said he wanted to hire a lorry on behalf of "Bitmak" of Morecambe. The man asked for the lorry to be at a certain quarry in Carnforth at 8 a.m. the next day. The lorry was hired until July 13. That amounted in all to 204½ hours' work at 17s. 6d. an hour, which made £178 18s. 9d.

Mr. Cross said Tiplady's defence was that he had never hired the lorry or authorized anyone to do so for him.

Tiplady said in evidence that he had not used the trade name of "Bitmak" for about four years. For some time he had been employed by two men, who were relatives of his, on a day-to-day

basis as a driver. He used his own pick-up and was paid £4 a day.

He said his employers left the district some time ago. A few months ago he started trading under the name "Duro-mak," because he had seen his old visiting cards with the name "Bitmak" on them in the hands of certain people who were owed money.

Mr. Justice Walsley, said the man who had been on the telephone to the plaintiff company was completely unidentified. Mr. Holt had not even said he recognized the voice as that of Tiplady. The defendant had been perfectly frank in saying he had traded under the name "Bitmak." He had found out his former employers were making use of the name and had other cards printed.

What happened, unfortunately, was that the plaintiff company had chosen to give considerable credit without really ascertaining the identity of the personnel of the firm with whom they were contracting. It might be that they could sue other persons, but he had no other recourse but to give judgment to the defendant.

KINGSWAY UNDERPASS SOON

ON Tuesday the London County Council approved the proposal of its Roads Committee that work on a Strand underpass should start next year, probably in April. This underpass, to link Kingsway and Waterloo Bridge, will be an adaptation of the old Kingsway tram tunnel and will cost about £797,000. The carriageway will be 17 ft. wide, and normally used for one-way traffic, with ramps in Lancaster Place and Kingsway; maximum headroom is only 12 ft. 6 in.

UNFAIR DISQUALIFICATION

THESE provisions are surely unfair "and should be amended," said Mr. R. J. Ellery, chairman of the Public Transport Association, at the Association's annual dinner in London last week. He was referring to the "disqualification" clause in the Road Traffic Bill, which began its passage through the House of Lords this week.

The clause calls for disqualification for a minimum period of six months upon conviction for a third offence in three years on a number of infringements.

Five Vehicles Granted

REPRESENTATIVES of several nationally known companies gave evidence in support of an application before the Western Licensing Authority, Mr. S. W. Nelson, at Bristol, last week, by Thornbury Transport, Ltd., Berkeley, Glos. The company sought to add eight vehicles (including four articulated) to deal with long-distance traffic.

The company, said Mr. T. D. Corpe for the applicant, was formed by Mr. R. M. Till in 1930 with one vehicle. After release from nationalization, Mr. Till bought back the business and he had since acquired other undertakings and the enterprise had grown considerably. He now had nine vehicles of which five were articulated.

Mr. Till said the earnings of his vehicles in the past two years had increased from £62,000 to £74,000 and the earnings per vehicle from £4,670 to £5,296. Because of shortage of transport, deliveries had been up to 14 days late. Sub-contracting was now running at the rate of £11,000 a year and he was anxious to reduce that.

He was handling regular traffic from Scotland (the round trip occupied 3½ days) and was also carrying tea in bulk from Avonmouth to Birmingham. He

knew the tea traffic used to be handled by B.R.S.

Supporting the application, Mr. S. Sands, London manager of Robert Wilson and Sons, Ltd., of Kilwinning, Ayrshire, said they turned out 50,000 cases of pet foods a week. These products were being introduced to the south west where a big sales campaign had been launched.

The traffic had previously been handled by agents, but Thornbury Transport had been doing the work since July. They wanted that company to collect their goods from Scotland and distribute them in the south west area. He agreed that this traffic had hitherto been handled by another carrier, but said that firm was being replaced. Their business in the south west was growing and they wanted their transport people to grow with them.

Answering Mr. R. W. Webb, for British Railways, witness said it was true

Thornbury Transport were not able to give them exactly the service they wanted in such places as Cornwall, because of the distance.

Evidence supporting the application was also given by a representative of the Typhoo Tea Company, who said tea imports into Avonmouth were increasing.

Another Birmingham firm said Thornbury Transport carried natural gas from the Sahara (in cans) for them. This traffic was likely to increase.

Mr. Webb asked Mr. Till if he was sure that Alexander Scott of Glasgow knew of the present application. "Yes," said Mr. Till, "I have a letter in my office from him in which he refers to it."

Mr. Webb then called Mr. Leslie Jenkins, Traffic Assistant, B.R.S., Bristol, who spoke of a telephone conversation he had had during the lunch hour with Mr. Scott. Mr. Corpe objected to this hearsay evidence, but Mr. Jenkins was allowed to proceed. He said Mr. Scott told him on the telephone that he was under contract with Wilson's and that they would have to give him six months' notice. He did not know he was being displaced. Mr. Scott added (said Mr. Jenkins): "They are not going to move the traffic from Scotland to Thornbury."

Mr. Jenkins added that B.R.S. had carried the tea traffic from Avonmouth to Birmingham until 1959 and they were able to do so now.

Mr. Nelson said the case rested largely on the evidence of Wilson and Sons. "I am not really concerned with Alexander Scott, but I should like to be assured that he knows about this," he added.

Granting five vehicles, Mr. Nelson said the decision would not be published until Mr. Till produced the letter which he said he had received from Mr. Scott saying he was aware of the contemplated change.

Maidstone Fares Up

MAIDSTONE bus fares will be increased as from next Monday. This was decided last week, when the South Eastern Traffic Commissioners granted applications to raise fares by the Maidstone Corporation and Maidstone and District Motor Services, Ltd.

Municipal Contracts

East Sussex County Council Roads and Bridges Committee has authorized the purchase of two 15-cwt. trucks.

Heywood Corporation is recommended to order from Heywood Motors, Ltd., a 2-ton tipping wagon and a 3/4-ton tipping wagon.

Bromley Corporation is recommended to accept the £11,400 tender of Dennis Bros., Ltd., of Guildford, for three Dennis Paxit III refuse collection vehicles.

Leeds City Council is recommended to accept the £2,869 tender of Cox and Co. (Leeds), Ltd., for an 18-cu.-yd. dual-tip bin-lifter, refuse collection vehicle on a Karrier chassis.

Hornsey Borough Council is recommended to accept the £3,450 tender of Johnston Bros., Ltd., for a suction road sweeper vehicle mounted on a short-wheelbase 5-ton Austin chassis.

The Thames Conservancy Works, Navigation and Regulation of Water Committee, recommends the purchase from Saville (Tractors), Ltd., of two International B-44 mobile cranes at a cost of £2,937 10s. each.

Coventry Transport Committee has authorized the purchase of a 2½-ton long-wheelbase lorry at £1,090 and a 30-cwt. diesel-engined van at £857. The Waterworks and Fire Brigade Committee has authorized the purchase of a Coles Crane (NCK 205) at £5,750.

Stretford Corporation Parks and Cemetery Committee, recommends acceptance of a £1,157 quotation from Graham Brothers, of Stretford, for a vehicle to replace a 3-ton tipper.

Cardiff Corporation has accepted the £2,776 tender of the Arlington Motor Co., Ltd., for one Eagle "Type A" four-stage tower wagon on a Bedford KDLZ 151-in. wheelbase diesel-engined chassis.

Birmingham Fire Brigade Committee has ordered from Eli Bros., Ltd., a Bedford ambulance chassis and a similar chassis from Prestage, Ltd. The committee has also ordered from Evans and Kitchen, Ltd., a 30-cwt. Austin diesel van.

Doncaster Health Committee, recommends the ordering from Shelvoke and Drewry, Ltd., of a "W" Type fore-and-aft refuse collection tipping vehicle for £2,737; and the purchase of two Karrier Bantam refuse collection vehicles with diesel engines. The Transport Committee, recommends acceptance of the quotation of Chas. H. Roe, Ltd., of Leeds, for eight 72-seater, forward entrance, double-deck bus bodies at £3,057 each.

Luton Transport Committee has recommended the purchase of six "Loline" bus chassis from Dennis Bros., Ltd., and it is proposed that three second-hand buses be bought from the United Counties Omnibus Co., Ltd., at £250 each. The general manager is to investigate the possibility of buying the new type of low-floor chassis developed by Leyland Motors, Ltd. Bodies for the chassis are to be bought from East Lancashire Coach Builders, Ltd.



A section of the 57,000 sq. ft. workshops at the new premises which W. Mumford, Ltd., of Plymouth have moved into. As well as commercial vehicle sales and service, Mumford are well known for their Drake bodywork. Their new address is Laira Bridge Road, Plymouth.

Haulage Pay Confusion

From Our Industrial Correspondent
RUMBLINGS of trouble to come in the road-haulage industry. But no major eruptions.

That was the confused picture as claims and counter-claims were bandied about over the operation of the new pay and hours agreement.

Mr. Frank Cousins, general secretary of the powerful Transport and General Workers Union, apparently did not find it necessary to seek powers from his Finance and General Purposes Committee to call out groups of his members on guerrilla strike.

He claimed that all firms who had been approached had agreed to pay the three per cent. increase and make the two-hour reduction in the working week from last Monday—the date wanted by the unions—instead of January 1, the date fixed by the Minister of Labour.

In Scotland, Mr. Kitson, of the Scottish Horse and Motormen's Association, made a similar claim. The threatened

widespread strike thus seems to have been modified into a token stoppage, affecting only one employer and 100 drivers—at the Glasgow depot of Road Services (Caledonian), Ltd.

But the Road Haulage Association denied that any of its members had stepped out of line.

For obvious reasons it was difficult to check the conflicting claims.

Whatever the position in private haulage, there were increasing signs that British Road Services would soon be facing more active trouble.

They, too, had offered the three per cent. rise and 42-hour week to start on January 1, but had been turned down by the unions.

London depots in particular were waiting for a sign to "have a go."

Now in operation with the Shetland Hospitals Board is this Thames 15-cwt. van which incorporates a Baico 2-ft. 1-in. chassis extension. Bodywork is by Palmer Coachbuilders, Ltd., of London. Roller shutters are fitted to the nearside, offside and rear of the vehicle. The 10-ft. long loadspace is divided into two compartments, completely insulated from each other, the forward compartment being used for the transport of laundry baskets while the rear houses hot food containers which are delivered to hospitals in the Lerwick area. The vehicle was supplied by Ganson Brothers of Lerwick.



Exports Hit New Peak

THE output of commercial vehicles during August was considerably affected by the holiday period in the month with a fall to 21,430 units from the previous month's 37,202 units. The total, moreover, does not compare favourably with the same period last year, when 28,920 units were produced.

Export figures for commercial vehicles also took a plunge to 12,019, the lowest for the year and 3,121 below the previous month. Nevertheless the total exports for the period January-August were 124,079 compared with 105,295 for the same period last year.

The value of the first eight months' exports was £93,690,501, compared with £76,628,034 in 1960.

PRODUCTION—AUGUST, 1961

Type	August	Jan.—Aug.
Goods vehicles, tractors and special types		
Under 15 cwt.	11,100	161,908
15 cwt.—3 tons	3,256	50,354
3—6 tons	2,817	38,170
Over 6 tons	3,468	46,084
Total	20,641	296,516
Passenger vehicles		
Motorbuses	657	9,629
single-deck	129	1,621
double-deck	3	16
Trolleybuses		
Total	789	11,266
Grand Total	21,430	307,782
Weekly average	5,357	9,052

NEW COMMERCIAL VEHICLE EXPORTS—AUGUST, 1961

Type	August		January—August	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled ..	10,894	7,513,837	113,933	75,935,946
Motorbuses and trolleybuses, complete and chassis ..	424	631,131	4,677	6,448,404
Road haulage tractors ..	77	83,891	642	1,068,894
Other descriptions, complete and chassis ..	110	279,394	975	2,579,257
Dumpers and dump trucks ..	—	549,416	—	3,787,491
Industrial trucks ..	—	214,446	—	2,492,218
Trailers ..	514	176,166	3,852	1,378,291
Totals ..	12,019	£9,448,281	124,079	£93,690,501

EXPRESS LICENCE REVOCATION

THE Minister of Transport has ruled that the existence of a contract between the War Office and Smith's Luxury Coaches (Reading), Ltd., could not by itself be considered proof that express services were necessary.

In a written decision, the Minister allowed an appeal by the British Transport Commission against the granting of road service licences by the South Eastern Traffic Commissioners in respect of services between Reading and Bramley. He ordered the licences to be revoked.

The Minister stated that he proposed to consult the Secretary of State for War on the question of witnesses appearing before the Commissioners to give evidence.

Licensing "A Patchwork"

THREE test cases relating to the use of public service vehicles as express carriages without the required road service licence were brought before the Justiciary Appeal Court, Edinburgh, last Friday by the Crown.

In each case those charged had been acquitted in the lower court. They were Mr. John Penman of Wallyford, Midlothian; Mr. James Knight of Kilfith; Mr. Thomas Blair of Bathgate, and Miss Jean Lambie Meecham of Armdale.

The Lord Justice-General, Lord Clyde, said in judgment that the legislation had been frequently amended and the provisions in regard to express carriage licensing in the Road Traffic Act, 1960, were a patchwork of modifications on an original theme, the modifications having apparently been made to meet particular cases as they arose. The result was that it was extremely difficult for any operator of a public service vehicle to know whether the use he made of it was such that it qualified as an express carriage for which he needed a special licence.

It seemed unfortunate, he said, if users could be guilty of a criminal offence in such circumstances, but the remedy for this lay in Parliament. So long as the existing patchwork survived, the courts might find it difficult, except in a very clear case, to impose any penalty.

The Appeal Court held that in the first two cases the lower court had been wrong in acquitting, but in the third case was justified in doing so.

Pipes Not "Products"

FINES totalling £25, with £9 2s. 9d. costs, were imposed on Baker's Transport, Ltd., of New Road, Southampton, when they pleaded guilty before the Southampton magistrates last week to eight charges of using a goods vehicle outside the conditions of a B licence on dates in March and April.

Mr. J. A. P. Bartlett, prosecuting for the Ministry of Transport, said the charges related to one vehicle restricted in use to mails for the United States Air Force and products of the Esso Petroleum Co. within 75 miles of Southampton, furniture and effects within 50 miles, and other goods within 15 miles.

The offences concerned the last of these restrictions and occurred when the vehicle was used for the carriage of various goods in excess of this radius.

GUY MOTORS WOUND UP

ON November 7 a compulsory order for the winding-up of Guy Motors, Ltd., was made in the Chancery Division on the company's own petition. The directors presented this winding-up petition so that the company's affairs might be taken over by a liquidator.

This formal winding-up of Guy Motors has no connection with Guy Motors (Europe), Ltd., which comprises the business and physical assets of the old Guy company, and which is now a wholly owned subsidiary of Jaguar Cars, Ltd.

B.R.S. "Not So Bad"

THE service provided by the railway and British Road Services from Birmingham to the South Coast was nothing like so bad as the customers of a Midland haulage contractor tried to make out, Mr. A. J. F. Wrottesley, for the British Transport Commission, told the Transport Tribunal in London last week.

Mr. Wrottesley was opposing an appeal by Mr. Arthur Smith, of Birmingham, against the decision of the West Midlands Area Deputy Licensing Authority. Smith had applied for seven vehicles of four tons each on A licence and had been granted a licence for only one.

The Tribunal amended the decision of the Deputy Licensing Authority to include two vehicles on the licence.

The President, Sir Hubert Hull, commented: "We have come to the conclusion that the proved deficiency in the appellant's facilities cannot be put higher than two vehicles."

At an earlier hearing it was stated that Smith wanted to use six vehicles on the run from Birmingham to the South Coast, in the Portsmouth, Southampton and Poole area. They had been using six vehicles from sub-contractors, but this had stopped and now they wanted licences to replace the six vehicles and a seventh to cope with the increasing amount of business.

ES

On five consecutive days in March the vehicle was used to carry steel pipes from Millbrook, Southampton, to Salisbury. On two other occasions in March, steel was carried to Andover and to Lulworth. Finally on April 12 a boat was carried from Southampton to Twickenham.

For the company, Mr. E. T. Read said the summonses relating to the carrying of steel pipes concerned a "most technical infringement of the law." They were due to the not unnatural error of assuming that, because the licence permitted the vehicle to carry products of the Esso Petroleum Co. over 75 miles, it could carry anything coming from the Esso refinery.

The company now appreciated that pipes could not be said to be the products of Esso, although they were the property of Esso. As a result of the proceedings, the company was today sending a letter to the Licensing Authority asking for the licence to be amended accordingly.

The rest of the offences, Mr. Read continued, were unfortunate administrative errors. The offences had not enriched the company in any way.

Four other charges of a similar nature, to which the company pleaded not guilty, were withdrawn by the prosecution.

Troubles on M1

SINCE November 2, 1959, when M1 was opened, the Automobile Association's motorway services have dealt with over 27,800 breakdowns on the road. In the second year, just ended, the calls handled by the A.A.'s Newport Pagnell control centre totalled 14,245, compared with 13,579 in the first year.

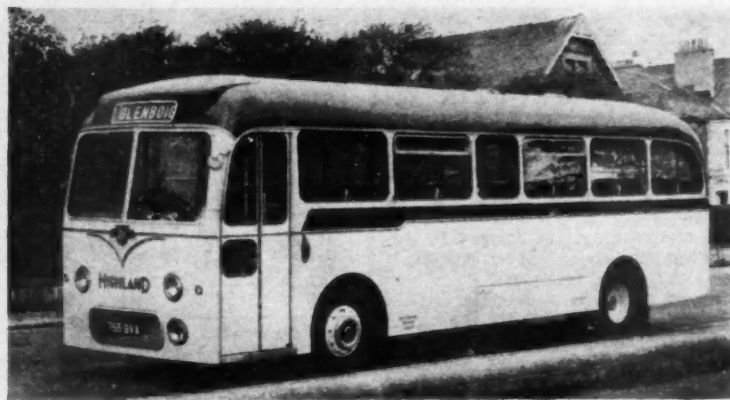
Biggest rise in causes of breakdowns was that of 65 per cent. in the case of vehicles developing fan belt trouble.

Extension of M5

THE Minister of Transport has asked the Worcestershire County Council to carry out preparatory work on a six-mile extension of the Bristol-Birmingham Motorway (M5) northwards to the outskirts of Birmingham, and later to supervise the construction. The extension will be from Lydiate Ash to just south of Quinton where a link road will connect it with the A456.

Boats with Power

ASPECIALLY enlarged Marine Engine Number of our associated journal "The Motor Boat and Yachting" will be on sale tomorrow, price 2s. It will feature descriptions of all the power units on the British market and articles on engine selection and installation.



One of two Leyland Leopard buses recently supplied to the Highland Bus Services business of Mr. J. Carmichael, of Glenboig, Lanarkshire. The 45-seat bodywork is by Walter Alexander and Co. (Coachbuilders) Ltd., of Falkirk.

GLASGOW PROFITS UP BY £194,886

A NET profit of £311,010 was made by the Glasgow transport undertaking in the year ended May 31 last. This was an increase of £194,886 on the previous year.

Total income was £9,922,171 and total working expenses, £8,632,722, giving a gross profit of £1,289,449. From this had to be deducted £978,439 for loan charges, depreciation and renewals. Total income in the previous year was £9,836,080.

Motor buses made a net surplus of £849,619—an increase of £118,186 on the previous year—while trolleybus operations showed a deficit of £36,864, compared with a profit of £31,614 in 1959-60.

S. SHIELDS SURPLUS DOWN

A NET surplus of only £489 was made by the South Shields Transport Department in the year ended March 31 last—a drop of £13,304 compared with the previous year's surplus of £13,793.

In his annual report the general manager attributes the drop to wage increases, the introduction of a 42-hour week and the fact that a fares increase designed to balance increased expenditure of £29,412 did not come into force until July, 1960.

He adds that the fall in the number of passengers carried again reflected the increased use of private transport.

Swedish Lorry Crane Marketed Here

DEMONSTRATIONS were given in London recently of the Foco hydraulically operated, vehicle-mounted crane now marketed in the U.K. by Telehoist, Ltd., under an agreement with Forslund and Co., Sweden, the makers. A range of four sizes is available with maximum capacities from 1,190 lb. to 4,760 lb. at their shortest jib lengths. Maximum jib lengths are from 9 ft. to 15 ft. at which the capacities are from 637 lb. to 1,590 lb.

The model demonstrated was the Foco F150XL, which was mounted on a Bedford TK 4-tonner. When fully extended, the length of the four-section jib on this model is 13 ft. 5 in. and the capacity 795 lb. Maximum capacity is 2,380 lb.

Basically, the F150XL consists of a vertical pillar located behind and to one side of the cab and connected to the vehicle chassis through a welded framework. The upper part of the pillar contains an hydraulic cylinder and the outer casing is shaped to provide an off-set fulcrum for the crane jib. The lower part of the pillar is fitted into a fixed cylinder in which it can slew through 270° over the rear and the sides of the vehicle.

The jib itself is formed from flat oval tubes which telescope within each other to give the variations in length. Hydraulic control is provided for the first of the three extensions, the final two being extended and locked manually.

The raising and lowering of the jib is accomplished through a push rod hinged

The Foco crane demonstrated in London is here seen in use. Note the forward reach of the jib.

to the piston of the hydraulic cylinder and connected to the jib. All crane movements, including the slewing mechanism, are controlled through two levers on the bank of four-way valves at the foot of the pillar. A third lever controls the raising and lowering of the single hydraulic support leg, also located on the nearside next to the pillar.

Other models in the range offer various alternatives to that demonstrated. For example, the Foco F300 has two hydraulic support legs, one of which is a folding outrigger. In addition, the cranes can be equipped with various accessories, such as an hydraulic clamshell, a winch and a working platform to extend its range of application. Alternatively, the boom may be replaced by a gravel bucket, which enables the driver to load sand or gravel single-handed.



London Traffic Changes

Better Western Approaches

THIS week marks a big improvement in travel for traffic entering and leaving London on the west. Yesterday the 1,000-yd.-long Hammersmith flyover was opened, so that A4 now carries traffic over the congested centre of Hammersmith. The Chiswick flyover and Cromwell Road clearway are already in use on this route.

Farther west, the two-mile-long Staines by-pass is due to be opened today and this will relieve another notorious centre of congestion. The new road, which has twin 24-ft. carriageways, leaves A30 on the outskirts of Staines, crosses the Thames by a new bridge, and rejoins A30 at the Egham roundabout.

One-way Piccadilly

A NEW one-way traffic experiment in London's Piccadilly is to be introduced over the Christmas period. The scheme is basically the same as the seven-day experiment last July. Traffic will be one-way eastbound along Piccadilly from St. James's Street to Piccadilly Circus, and one-way northbound up St. James's St. Pall Mall will be one-way westbound. Lower Regent Street and Haymarket will remain one-way as at present. Coventry Street will be one-way eastbound.

Westbound traffic will proceed via Whitcomb Street and Panton Street to Haymarket. Traffic through Piccadilly Circus will again be guided by a central barrier. Lane lines will be provided in Piccadilly and Haymarket.

£500 Fines to Stand

AN appeal by Harold Jefferies, of Bushey Ground, Minster Lovell, Oxfordshire, against his conviction and sentence by Cirencester magistrates on charges concerning breaches of the carriers' licences regulations was dismissed at Gloucester Quarter Sessions Appeals Court last week.

Jefferies had been fined the maximum of £50 on each of 10 charges, a total of £500, with £17 17s. costs.

The chairman, Mr. W. G. Milne, said Jefferies seemed to have made a mockery of the traffic regulations for some 20 years. The court saw no reason to interfere with the sentences.

Mr. John Griffiths said, on January 20 a vehicle driven by a man named Hill, who was employed by Jefferies, called at a gravel pit, at South Cerney, owned by A. Griffiths and Son, was loaded with gravel and driven away. Later an invoice was sent by Jefferies to Griffiths and Son claiming payment for carrying gravel for them. Jefferies held no A licences, but he did hold C licences.

Mr. Griffiths said there were 58 previous convictions against Jefferies for

motoring offences, five of which concerned breaches of the carriers' licences regulations.

The court confirmed the order by the magistrates that the fines and costs should be paid at the rate amounting to £20 a month.

B.M.C. PROFITS HALVED

COMPARED with the previous year, group profits of the British Motor Corporation dropped by more than half—from £31,980,253 to £15,549,827—in the year ended July 31 last. The dividend, however, is held at 1s. per 5s. Ordinary, or at 20 per cent. with a final of 7½d. per share. Production fell from 669,122 vehicles to 601,399.

EXPERT ADVICE

TRAFFIC administration and organization will be the subject of a talk to be given by Mr. Martin Brown, a director of S.P.D., Ltd., at an open meeting of the Southampton Area of Traders Road Transport Association, at the Star Hotel, Southampton, on November 22 at 7.30 p.m.

Whisky Behind Bars !

JOHN RUSSELL (GRANGEMOUTH), LTD., were successful in an application for an A licence for two articulated units of 8 tons and two articulated trailers of 7 tons (to be acquired) at Monday's Edinburgh sitting of the Scottish Licensing Authority, Mr. W. F. Quin. Normal user requested was "whisky in Crown lockable van in the Lothians, Fife and Clackmannan."

Mr. John Russell, director, said they had designed a fully protected, aluminium riveted body, reinforced and strengthened by bars, for the transport of cask whisky between distilleries and storage points and this satisfied the Customs and Excise authorities.

Mr. John Nicolson, a production executive with the Distillers Co., Ltd., said the company's policy would be to carry

all stock by this Crown lockable van system, thus replacing the "watch and follow" convoy system used for their own vehicles and for contractors as a method of Customs safety.

B.R.S. objected on the grounds that Crown lockable vans were available in their fleet and had not been called on.

The representatives of the Distillers Co., however, claimed that B.R.S. vehicles were not completely satisfactory. His company were looking for the safest possible type of vehicle and were planning on a long-term basis for the transfer of 2,000 casks a week, involving 10 vehicles a day at each of three grain distilleries, or 30 vehicles in all.

Mr. Quin granted the application in full, stressing that it was justified on Customs and Excise approval.



E. E. Howard Body Builders, Ltd., London, E.15 built the body on this Commer 7-tonner supplied recently to V. A. Fuller, Palmer's Green, London, N.21, by Ray Powell, Ltd., Ilford. Features include air pressure braking, power-assisted steering and a five-speed gearbox. External appearance has been enhanced by a chromium-plated front bumper, name plate and radiator grille and polished aluminium wheel trims.

Building Booming

BOOMING business in the building industry was referred to at Bristol last week when the Licensing Authority, Mr. S. W. Nelson, heard an application by The Plant Hire Co. (Stroud), Ltd., who asked for two vehicles (a tipper and a low loader) to deal with the growing amount of work.

Mr. A. M. Peer, managing director of Plant Hire, said the two vehicles were at present specified in a C licence. Much of the plant they let out on hire, he said, required a low loader to shift it. He kept a record of the difficulties they had encountered because the low loader could not be used for the purposes required. The tipper was required to follow behind the earth moving plant.

The Authority granted the licence with the conditions that the use of the low loader should be restricted to the licence holder's own customers within a radius of 10 miles and also to collecting within that radius for delivery within a distance of 40 miles of the operating centre and vice versa.

B10

The tipper must carry excavated materials on behalf of the licence holder's customers within 50 miles, subject to the deletion of the two vehicles from applicant's C licence.

Applicant undertook not to replace these vehicles on C licence.

SUNDERLAND REORGANIZATION

SUNDERLAND TRANSPORT COMMITTEE have revised their reorganization scheme for the town's bus services, following recommendations by the Visiting Committee of the National Joint Industrial Council for the Road Passenger Transport Industry. The plan brought about a dispute with the corporation bus employees and strike action was threatened on the matter some weeks ago. The Transport Committee have now dropped their proposal for one-man buses on the Docks-Borough Road route, and the introduction of a shuttle service between Sunderland and Grangetown. One-man buses are still proposed, however, along Newcastle Road, Sunderland.

22 Objectors to Tipper Bid

A SHORTAGE of tippers to work on the new M6 motorway in the North West existed, it was stated at Blackburn last week, when an application by Conlon Bros., Preston, was being considered by the North Western deputy Licensing Authority, Mr. A. H. Jolliffe.

A new B licence was wanted for seven tippers of 28 tons carrying capacity. Most of the firm's work, it was said, was road construction and they had a contract A licence with Sir Alfred McAlpine, Ltd., for work on the motorway. Often they were asked to provide between 80 and 90 tippers a day for the project and usually were able to obtain only 70.

An adequate supply of vehicles was essential if work was to keep to schedule.

Mr. M. Conlon, of Conlon Bros., said he was continually having to widen the circle from which tippers were obtained. Many of his customers wanted building and road-making materials transported and he was not able to meet their requirements because all his vehicles were working on the motorway.

The case attracted 22 objectors from the North West, but Mr. Conlon said that in the past he had approached many of these operators to see if they had any tippers available and many of them had not been able to help him. He had never seen a vehicle belonging to British Railways performing road construction work.

The case is to be continued.

Reducing B.R. Services

TWENTY-NINE per cent. of the passengers carried by his clients, the Central S.M.T., Ltd., Motherwell, between Glasgow and Balloch and on the service between Glasgow and Helensburgh had been lost to British Railways by the inauguration of the new electric train services on these routes, said Mr. Robert Farrell at Glasgow last week.

The new train service had caught the public's imagination and had proved very popular. The applicants, the Central S.M.T., were asking that the overall frequency on the combined Balloch-Glasgow services be reduced from one in every five minutes to one every six minutes and on the Glasgow-Helensburgh service from 15 minutes to 20 minutes.

His company was prepared to give an undertaking that the necessary duplication would be provided if at any time the traffic warranted it.

A suggestion, by the Dunbartonshire County Council representative, that buses might provide feeder services to the railway stations was rejected by the Commissioners, who granted the applications.

Butlin's Camp Service Review

A YEAR ago the North Western Road Car Co., Ltd. were granted permission to operate express carriage services between Manchester and Scarborough, with a picking-up and setting-down point at the Butlin's Holiday Camp at Filey. It was agreed that after a year's operation the case would be put before the Traffic Commissioners again and the experimental period reviewed.

The current substantive application has still to be heard in the North Western Traffic Area, but the backing was considered before the Yorkshire Commissioners at Leeds last week.

Mr. W. Wooley, a traffic representative of North Western, stated that until last year passengers had been conveyed to Scarborough or Bridlington, and then they had to make their own way to Butlin's camp. Since they had been operating direct to the camp, passengers had been very satisfied and their numbers had increased. Passengers were picked up at Stockport, Buxton, Northwich and Baguley and then fed into Manchester to join the coach. Many other operators ran services direct to the camp and he saw

no reason why North Western should not have the same facilities.

Mr. J. Booth, objecting for British Railways, said that they had through rail connections to Filey and if the application were granted they would be bound to suffer abatement. Traffic had already decreased severely.

Three members of the public pointed out that it had been difficult to travel to Butlin's camp before 1960. It was better now there was a direct service and they wanted this to continue.

Mr. N. P. Matthews, a B.R. representative, detailed their services to Filey and said that recently the number of passengers had declined. If the application were granted they would suffer further losses.

Mr. D. L. Fytche, North Western traffic manager, said it was in the public interest that the application should be granted, and the railways had not proved that they had suffered abatement as a result of this particular service.

The chairman, Major F. S. Eastwood, reserved his decision until the substantive application is heard in the North Western Area.

FOR DOMESTIC OIL

AN experimental vehicle has been developed by BP to serve domestic consumers with small bulk deliveries of oil, mainly for use in flued space heaters. The vehicle was operated successfully on the Continent early this year, and was demonstrated in several countries in the summer.

It has a 700-gallon single-compartment tank and uses a standard Commer Karrier Bantam chassis with a diesel engine. The fuel is delivered through a 120-ft-long, 1-in. hose at a rate of 25 gallons a minute. The hose is mounted in the rear compartment and is rewound electrically. Delivery is measured by a meter which can be preset, and it embodies a ticket printer which shows the quantity supplied.

B.O.C. TRANSPORT

MR. J. H. WHITCOMBE is now in charge of all The British Oxygen Co., Ltd.'s transport, with Mr. C. F. Watts as his chief assistant responsible for co-ordination. Mr. F. J. Kemp, transport engineer, is responsible for all technical aspects, including vehicles, workshops and maintenance systems.

In each of four regions there is a transport manager responsible to Mr. Whitcombe. Mr. J. P. Grierson (Glasgow) covers Scotland and Northern Ireland; Mr. G. A. Mackay (Sheffield), Yorkshire and the East of England; Mr. H. L. Lyons-Jones (Birmingham), Lancashire, Midlands and Wales; and Mr. J. S. Robertson (Wembley), from the Wash to the Bristol Channel.

New Companies

Riteport Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2.

Locost Transport, Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

H.B. Transport (Maldstone), Ltd. Cap. £5,000. Dirs.: V. M. Hogg, 81 Kensington Court, London, W.8; J. M. Burchell, Rangoon, Beech Hill, Mereworth, Maidstone; E. T. Burchell.

M. and H. Transport, Ltd. Cap. £100. Dirs.: F. W. Morris and O. L. V. Morris, 87 Roycroft Avenue, Barking. Sec.: O. L. V. Morris. Reg. office: 61-65 Roshier Road, London, E.15.

R.G.S. Transport, Ltd. Cap. £100. Subs.: S. A. Beale, 109 Colmore Row, Birmingham, 3; M. J. Beale, 43 Goldieslie Road, Sutton Coldfield. Sec.: S. A. Beale. Reg. office: Mercia Road, Gloucester.

Peter Grezgains, Ltd. Cap. £5,000. Dirs.: G. Grezgains, Selby Terrace, Maryport, Cumberland; F. Grezgains, Crescent House, 14 Selby Terrace, Maryport, Cumberland; N. H. J. Grezgains and S. H. Grezgains.

Gopsill Bros. (Transport), Ltd. Cap. £7,000. Dirs.: E. H. S. Gopsill, 1183 Coventry Road, Hay Mills, Birmingham, 25; T. H. Gopsill, 1 Arthur Terrace, Arthur Road, Hay Mills, Birmingham, 25. Sec.: E. H. S. Gopsill. Reg. office: 34 Arthur Road, Hay Mills, Birmingham, 25.

Brockholes (Vehicle Contracts), Ltd. Cap. £5,000. Subs.: L. Jagger and V. Jagger, 152 Woodside Road, Beaumont Park, Huddersfield. Dir.: L. Jagger. Sec.: J. Donkersley.

Kentish Belle Coaches, Ltd. Cap. £3,000. Dirs.: F. Apps and K. F. Apps, 21 Shirley Way, Bearstead, Maidstone. Sec.: K. F. Apps. Reg. office: The Green, Bearstead, Maidstone, Kent.

Tourist Coachways, Ltd. Cap. £100. Dirs.: G. T. Mash, 22 Beaufort Gardens, Vicarage Farm Road, Hounslow, Middx; T. G. Mash, 220 Camberwell Road, London, S.E.5. Sec.: G. T. Mash. Reg. office: 54a Lampton Road, Hounslow, Middx.

Samuel Lawrence and Sons, Ltd. Cap. £6,000. Dirs.: S. Lawrence, Riversleigh, Station Road, Hope, Flint; S. E. Lawrence, Grifell, Penyfford, Flint; W. D. Lawrence. Sec.: S. E. Lawrence. Reg. office: Riversleigh, Station Road, Hope, Flint.

S. Ansell and Co. (Coach Proprietors), Ltd. Cap. £100. Dirs.: G. T. Mash, 22 Beaufort Gardens, Vicarage Farm Road, Hounslow, Middx; T. G. Mash, 220 Camberwell Road, London, S.E.5. Sec.: G. T. Mash. Reg. office: 220 Camberwell Road, London, S.E.5.

Forrest of Mansfield, Ltd. Cap. £15,000. Dirs.: G. Forrest, 66 Clipstone Road West, Forest Town, Mansfield, Notts; M. E. Jones, "Lyndene," Bathwood Drive, Mansfield, Notts; C. O. Forrest. Reg. office: 66 Clipstone Road West, Forest Town, Mansfield, Notts.

Micrograms

New Terminus: Work on Aberdeen's new country bus terminus was due to start last week. It will provide a central terminus for the services involved.

Tariff Values Up: The Government of India has prescribed slightly higher tariff values for medium vehicles fitted with diesel engines, and heavy vehicles. The new values have taken immediate effect.

Approved: The application by Sheffield United Tours, Ltd., to operate tours from Sheffield into Derbyshire for American and other overseas visitors was approved by Yorkshire Traffic Commissioners last week.

Dividend: The directors of Dennis Brothers, Ltd., recommend a final dividend of 5% less tax, absorbing £23,007, payable December 20, making, with the interim dividend of 5%, a total distribution of 10% for the year.

Winding-up: An order for the compulsory winding-up of S. Leonard (Transport), Ltd., was made by Mr. Justice Plowman in the High Court last Monday on the petition of Air Charter, Ltd., of Piccadilly, London, judgment creditors for £409.

Takings Down: Gross receipts of the Salford City Transport were down by £24,616 in the year ended March 31 last, compared with the previous year. Passengers carried were 1,431,518 fewer and mileage was down by 62,891. The gross receipts totalled £1,580,142.

Wankel Engines: Following recent reports of other vehicle manufacturers having taken up licences from the NSU group for the Wankel rotary engine, it is now stated that the makers of M.A.N. commercial vehicles have completed negotiations with NSU to the same end.

Joint Timetable: For the first time Hull Corporation Transport Department and East Yorkshire Motor Services, who entered into a co-ordination agreement 27 years ago, have combined to issue a joint timetable. The E.Y.M.S. timetable is continued for their wider and out-of-town routes.

York in Europe: With the formation of a new company, York Trailers Europa, Ltd., and the securing of a factory and service depot outside Rotterdam, the York Trailer Co., Ltd., of Corby, Northants, has established permanent premises in the European Common Market area.

Co-operation: The Holset Engineering Co., Ltd., Huddersfield, and Kühnle, Kopp and Kausch, A.G., Frankenthal/Pfalz, who have been both working for many years in the field of turbocharging, announce they have agreed on long-term close co-operation in sales and research, based on an extensive exchange between them of information and experience.

C.E.M.T. to Meet: The Conference of European Ministers of Transport is to meet under the chairmanship of the Austrian Transport Minister, Herr Waldbrunner, in Paris next Tuesday. The Conference will discuss international road transport, the connection of the C.E.M.T. with other international organizations and the recent report on international transport of the International Railway Union.

Japanese Output: Figures have now been published of the production of goods vehicles and buses by Japan's various commercial-vehicle manufacturers for last year, compared with 1959. Output was as follows: Toyota, 110,000 (71,000 in 1959); Nissan, 60,000 (51,000); Mitsubishi Nippon, 30,000 (3,000); Isuzu, 29,000 (17,000); Fuji Precision, 19,000 (13,000); Hino, 8,000 (4,000); Daihatsu, 8,000 (72,000); Tokyu Kurogane, 4,000 (7,000); Toyo Kogyo, 2,000 (65,000); and miscellaneous, 300,000 (114,000) units.



Three at Once

Factory Equipment; Engineering Materials and Design; and Maintenance Featured at London Exhibitions This Week

On its way into Earls Court. The Shorland straddle carrier which is shown by Conveyancer Fork Trucks, Ltd., at the Factory Equipment Exhibition.

IN this past week three interesting exhibitions have been held in London. The Factory Equipment and Engineering Materials and Design exhibitions at Earls Court from November 13-18, and the National Maintenance Exhibition at Central Hall, Westminster, from November 13-16. Of the three, the Factory Equipment Exhibition is by far the largest and the most interesting.

At this, mechanical handling equipment and storage aids and methods were shown on many stands. Included in the former category were ranges of their fork-lift trucks shown by Matbro, Ltd., Lansing Bagnall, Ltd., Montgomerie Reid Engineering Co., Ltd., Fred Myers, Ltd., who showed Hyster units including the new Hyster-Ransomes A.25A reach truck, and Conveyancer Fork Trucks, Ltd. Matbro also exhibited their Mastiff front-loading shovel, and Montgomerie Reid an interesting hydraulically operated barrel loader. In addition to their display inside the building, Conveyancer had in the outside demonstration area one of the 10-ton-capacity straddle carriers which they market.

Also to be seen on the demonstration area were versions of the Dempster Dumpster, Dinosaur and Dumpmaster bulk materials handling units mounted on an Austin, an Atkinson six-wheeler and a Foden six-wheeler respectively. These were shown by Powell Duffryn Engineering, Ltd., who featured on their stand films of the Dempster system of materials handling.

Commercial vehicles to be seen inside the exhibition included a Land-Rover converted to forward control and fitted with a drop-sided timber body by Alfred Miles, Ltd., and shown on their stand together with a Miles Verro factory floor sweeper.

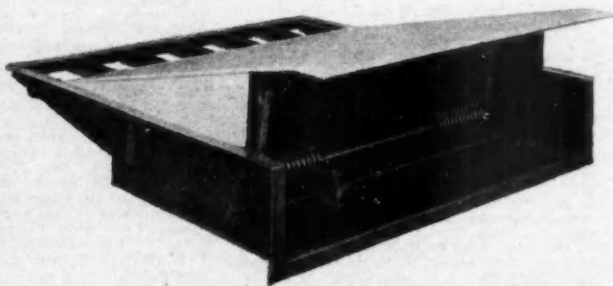
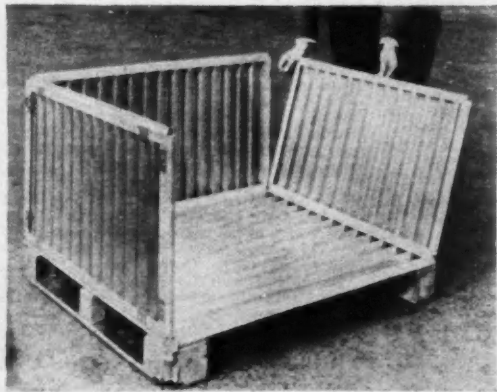
The only other was among the exhibits on the stand of Securicor, Ltd., who featured one of their specially equipped security vehicles—it was not available for close scrutiny.

Smaller stacking and pallet handling equipment was shown by many firms, including Lodematic, Ltd., who displayed their range of lorry loaders, including their automatic model which is actuated by the load being placed on the platform, Eccles Engineering, Ltd., and Heston Aircraft and Associated Engineers, Ltd. Eccles also included on their stand two three-wheeled electric vehicles—the Workmaster 5-cwt. load carrier and the Executive, a four-seater personnel carrier. Besides their display of Sherpa stacking trucks Heston Aircraft also exhibited Sherpa loading tables, aluminium-alloy collapsible containers and Nest-a-Bin containers for the bulk transport and storage of liquids and granulated materials. They also included an interesting ramp for use on loading banks. Collapsible pallets were also to be seen on the stands of E. Stephens and Son, Ltd., and Light Alloy Construction, Ltd., who also exhibited rigid, storage and trolley pallet-containers; Brush Electrical Engineering Co., Ltd., showed electric industrial tractors and platform trucks and a new high-lift platform truck. W.C.B. Containers, Ltd., exhibited a wide range of handling, storage and transit containers in a variety of materials. An interesting stacking truck shown by Gramac (Mechanical Handling), Ltd., had a fitting for loading drums. This turned the drum from a vertical to a horizontal position at a preset point.

Lucas Industrial Equipment, Ltd., exhibited a range of hydraulic pumps and motors and demonstrated their hydrostatic transmission. Another interesting stand was that of Walkers (Century Oils), Ltd., who featured various types of Centrex hand cleansers. Protective clothing was featured in one section of the exhibition and automatic vending machines were shown by a number of concerns.

Main features at the Engineering Materials and Design Exhibition were displays of ferrous and non-ferrous metals and various types of plastics. Tough Plastics, Ltd., displayed on their stand a 3,000-gal. plastics tank for the storage of chemicals which has possible commercial vehicle applications. In the field of fastenings, Avdel, Ltd., showed their Huckbolts and Chobert rivets and fitting tools, Simmonds Aerocessories, Ltd., their Spire speed nuts and other locking devices and Armstrong Patents, Ltd., included their Heli-Coil screw thread inserts.

The National Maintenance Exhibition was specifically concerned with industrial maintenance engineering. Major interest among the wide range of exhibits were demonstrations of preventive maintenance and stores records by a number of office equipment makers.



Two items shown by Heston Aircraft and Associated Engineers, Ltd. Above is the Sherpa loading bank ramp. On the left is an example of their light-alloy collapsible container.



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**SPURLINGS
HAUL
WITH IT...**

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John Laing Construction Limited, the building and civil engineering contractors, choose the Trader Tipper for tough, slogging site-work.

MORE PULLING POWER—The 6-cylinder diesel or petrol engine is immensely powerful. New 5-speed gearbox now optional on 7 ton tippers. Direct drive has an extremely low bottom gear for even greater pulling power on tough sites. **MORE STOPPING POWER**—Hydrovac assisted braking now available on all Traders—a great plus in coping with the terrific power of the Trader Tipper. Anthony underfloor or Edbro end ram, and fixed or drop side all steel body available. The haulage fleet of J. Spurling Ltd. includes 10 Trader Artics. These great tractors combine remarkable manoeuvra-

bility with power, strength and economy. **LESS MAINTENANCE**—The overdrive version of the new 5-speed gearbox gives great economy, reduces engine wear and maintenance. **LESS DRIVER FATIGUE**—The safe, comfortable cab, the fine handling qualities, the greater gear flexibility and Hydrovac assisted braking make the Trader Artic a great favourite with drivers. **How the TRADER keeps ahead.** The current Thames Trader is the outcome of a concentrated programme of detail refinements made to the range by Ford designers and engineers and based on users' experience. This ensures that the Trader—throughout its range from 1½ tons to 10 tons—meets their ever-growing demands and is always the very best in its field.

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B14



What does the R.H.A. want with a licensing inquiry?

By W. HIGHAM REID

IN its November 3 issue *The Commercial Motor* reported a splendid, outspoken attack upon one aspect of the goods vehicle licensing system—the Transport Tribunal. It was the fiercest official attack from the Road Haulage Association within distant memory. Mr. George Newman, the secretary-general, made it abundantly clear that, even in his relatively short period of office, he has mastered the technicalities and assessed the character of an undeniably confused outline of policy that descends from the highest transport authority in the land.

It is perfectly clear that he and those others who assist him are in no doubts about licensing generally. It is not surprising. Up and down the country the Association has officers in permanent touch with what is going on in the traffic courts. Their contacts with the offices of the Licensing Authorities, the British Transport Commission and their own local professional advisers are unrivalled in opportunity and variety of subject matter. It follows that the Association has at its elbow everything that it needs to reach mature and well-considered opinions upon any aspect of licensing.

Yet at the R.H.A.'s Brighton conference last month it was announced that yet another committee, with some 15 members, has been set up to consider these very matters. If that committee embarks upon its labours now, it may (if it is able to obtain all the information of detailed technicality that it requires, and is capable of assessing its importance or otherwise with the same skill as the permanent officers) reach the same conclusions in a year or so hence. That its remit may be wider than the compass of the secretary-general's assessment is true, but to defend its appointment on that ground is to beg the question.

Saved from Suicide?

The Association, then, owes a special debt to Mr. Newman for his almost immediate answer to the doubts that many operators must have felt that, in the 28 years of licensing that have so far elapsed since the passing of the Road and Rail Traffic Act, 1933, the R.H.A. had not yet discovered the defects of the system or been able to keep up with the consequences of the judgments of the Transport Tribunal. By this timely comment, the utterly embarrassing disregard for its public image that the Association has so recently showed has been rescued almost at suicide point on the end of Brighton pier.

The Road Haulage Association already knows all that there is to be known about goods vehicle licensing. It is not possible for anyone to make a contribution to R.H.A. knowledge that has not been received before. If the Association is to gain one pennyworth of advantage from its larger expenditure upon the creation and maintenance of its public image, then it must first go out of its way to destroy the shadow of less worthy size that flits across the scene from time to time. If rules, red tape and references back pass as the machinery of the democratic process within, then it is time that those which interfere with the public image without should be allowed to expire. The democratic process is not served by self-strangulation.

At a time like this, to play into the hands of every enemy of

the commercial user of the roads is the plainest folly. What can any commercial user get from any inquiry into the licensing system, other than a lessening of existing freedoms?

In blowing a broadside through the procedural rigmarole and the myth of administrative unawareness of the facts of life, Mr. Newman has let sufficient fresh air into the rotted timbers either to dry them out or to destroy them, if they are too far gone. The result would be equally beneficial either way.

Not infrequently, the Road Haulage Association loses sight of its responsibilities. At best, it represents numerically only 60 per cent. of the "hire or reward" operators, yet it must always act as if it represented them all.

A solid chunk of more than 30,000 vehicles is in the A-licensed fleet of the British Transport Commission. At most the support of the B.R.S. is only tacit, and when vocal it is limited to token contributions of acceptable clichés allowed by their masters. This compulsory neutrality is not, perhaps, all to the liking of some of their not-too-deeply buried free-enterprise roots, but is nevertheless a mere ghost of its giant numerical strength. Equal in vehicle strength to B.R.S., the railways are of necessity fence-sitters. The burden, then, lies heavy on the R.H.A.

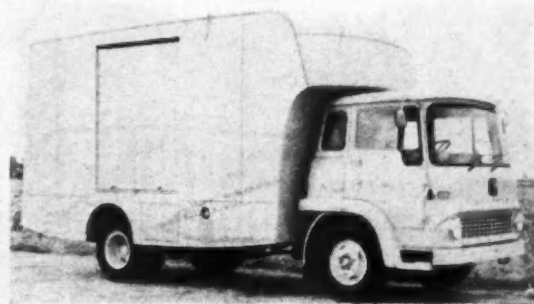
It becomes even heavier as the little men combine into groups; those groups become less articulate as they grow larger for they, too, become fence-sitters. With each passing, the already not-too-strong chorus becomes thinner. The deep voices become silent, leaving the boy sopranos and falsettos. A monotone of reference-backers is the dreary tune and the mania for committee-making is the resort of those who want nothing done but want it to appear that they do.

Speak Clearly or Stay Silent

The voice of an Association that speaks for so many more than it represents should be crisp and clear, never uncertain, diffused or confused. The advice to the young man that silence sometimes betokens the image of wisdom, and if it is really an illusion it is better not to break that silence, applies to trade associations.

Governments the world over have vested interests in both road and rail. In this country the road user, even the commercial user standing on his own, pays the railways' losses and gives a handsome profit after paying for the making and wear and tear of the roads. What poses as erudition in governments (of all parties) on the so-called economics of transport is really eyewash and nothing more. The national road-rail housekeeping account speaks for itself in the simplest language of all—£ s. d.

Such simple truth, lacking logarithmic profundity, will never be admitted and the voices of the commercial users must ever persist in their protestations to preserve their rights and freedoms. Only the R.H.A. speaks for the public carrier, and its public image becomes blurred when its executive announcements are in conflict with its administrative knowledge and skill. Gifts to the devil's advocates should not be gratuitously bestowed.



One of 11 Bedford TK chassis with bodywork by Marshall Motor Bodies, Ltd., supplied to Booths Distilleries, Ltd., by Keith and Boyle, Ltd. The body has ash framing and light alloy panels, with Dover light alloy shutters at the rear and both sides. As the body is designed for loading by fork-lift trucks, the floor is flat and consists of $\frac{1}{4}$ -in. thick softwood overlaid with $\frac{1}{4}$ -in. thick hardwood.

Bodywork at the Scottish Show

PROMISING VARIETY

By P. A. C. Brockington,
A.M.I.Mech.E.

*More Scope for P.S.V. Bodybuilders.
Detailed Improvements in Goods Bodies.*

LISTING the highlights of bodywork exhibits at the Scottish Show produces highly contrasting interests covering the main aspects of passenger transport and a wide variety of goods vehicle operations. Coach and bus bodies for 36-footers and low-height double-deckers vie for attention with a demountable body system for goods vehicles, hydrostatic drive for lorry-mounted equipment, a new type of non-slip aluminium flooring, a small refrigerated van and original tipper details.

Basically similar 36-ft. single-deck passenger bodies built by Walter Alexander are shown by Leyland Motors in the form of a Leopard-mounted standee bus with 33 seats for Edinburgh Transport Department, and by A.E.C. as a long-distance coach for Scottish Omnibuses—based on a Reliance 470 chassis, designed for 38 passengers. It is notable that many components and sections of these bodies are common to the structure of an Albion Lowlander low-height double-decker produced by the same company. These include the main pillars, screens, rear-end glazing and some truss panels.

The standee vehicle is of particular interest in that it is shown as a sitting-conductor bus but could be readily adapted to one-man operation. A pair of two-piece loading doors at the rear give access to a standing-only compartment and passengers file past the conductor's ticket-collecting counter, exits being provided by single two-piece doors in the centre and at the front.

Three levers below the counter are used by the conductor to control the doors but, in line with Edinburgh Transport Department practice, a master valve is actuated by the gear lever which overrides control by the conductor. Although the vehicle is equipped with a four-speed gearbox, the five-speed gear lever gate is retained, and no action by the conductor is operative unless the lever is in the position

which it normally occupies for engagement of the emergency low gear. All the doors are, therefore, automatically locked when the vehicle is travelling or is standing with the gear lever in the "neutral" section of the gate.

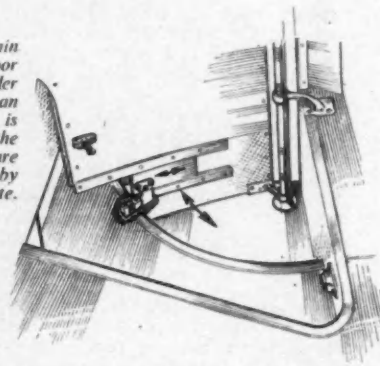
Special embellishment features of the A.E.C. bodywork include exterior trim comprising a band of anodised aluminium ribbed-plate finished in gold lacquer. The lacquer can be effectively touched-up with a spray gun or brush whereas surface blemishes of an exposed anodised surface cannot be remedied.

Detailed features of the coach include a Dawson air blower and light (of the aircraft type) for each seat, fully adjustable backrests, a well-appointed toilet, a 71-cu.-ft. boot and side-skirt lockers having a capacity of 52½ cu. ft. Because the air-conditioning system gives each passenger selective control of ventilation, it has been expedient to use non-opening windows.

Modifications to the Daimler Fleetline low-height rear-engined double-decker since the Earls Court Show last year include the addition of side extensions at the rear to mask the projection of the engine compartment when the vehicle is viewed in elevation. This enhances the appearance of

(Continued on page 536)

(Right) Hinged on the main stanchion, the entrance door of the Walter Alexander 36-ft. coach body on an A.E.C. Reliance chassis is slotted to accommodate the curved second step, closure of the slot being provided by a spring-loaded sliding plate.



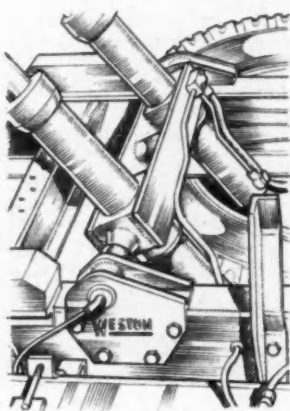
(Left) Bodied by Walter Alexander, the Scottish Omnibuses 36-ft. coach, shown by the A.E.C. company, is mounted on a Reliance chassis and has 38 seats. Aircraft type ventilating equipment eliminates the need for opening windows, an air blower being provided for each passenger.



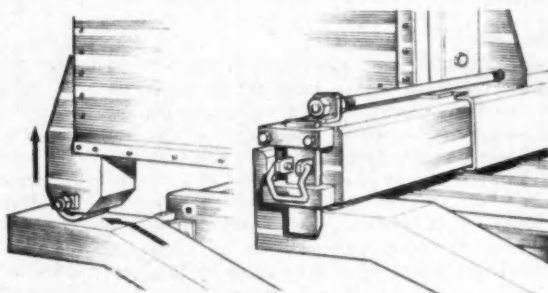
(Right) The sitting conductor of the Leyland single-deck 36-ft. bus controls the operation of the three doors with levers located to the right of the coin tray below the counter. A master valve actuated by the gear lever prevents opening of the doors when the vehicle is travelling.



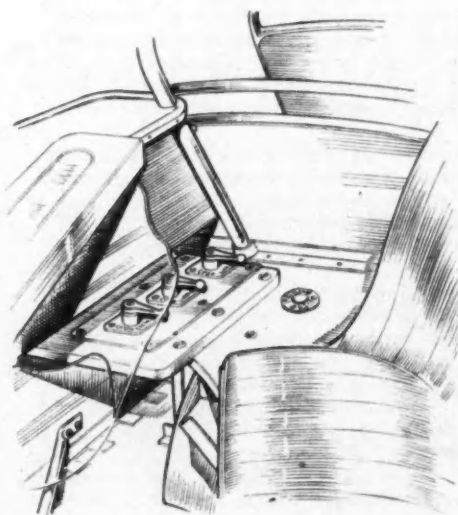
(Left) Extensions at the rear of the Daimler rear-engined low-height double-decker conceal the engine compartment when the vehicle is viewed from the side and enhance its appearance without increasing the transmission of engine noise to the interior. Overall height of the bus is 13 ft. 5 in. (Below) The Northern Counties body has fluorescent lighting in both saloons and translucent roof lights.



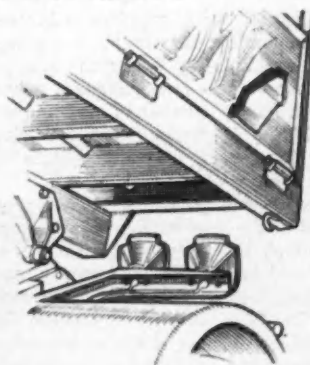
(Above) Evolved for Bedford TK tipper chassis in time for the Earls Court Show, the Weston twin-ram slant hoist is shown by Watson Bros. fitted with Tecalemit connections for automatic lubrication of the pivots. The fixed-sided steel body has a capacity of 7 cu. yd.



(Above) In the latest version of the Penman demountable container system, two sets of ramps are used, which engage body-mounted rollers and lift the container when the vehicle is backed between them. The rear rollers overhang the end of the body, whilst the front rollers are carried by retractable members.



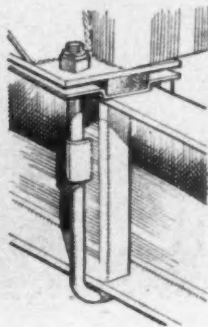
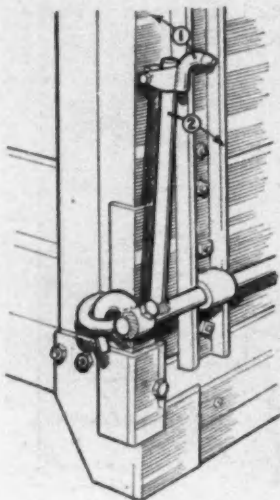
(Right) Exhibited by the Paisley company on a Thames 5-ton chassis, this Telehoist all-steel tipper body is double-skinned to provide air-space insulation for the carriage of tar mac. Other features include detachable side extensions and high-mounted tailboard hinges.



Seating accommodation for 72 passengers is provided by the Walter Alexander body of this Albion Lowlander low-height double-decker bus, which has an overall height of 13 ft. 6 in. The air operated double jack-knife doors are controlled by the driver who has a wide-angle view of the entrance.

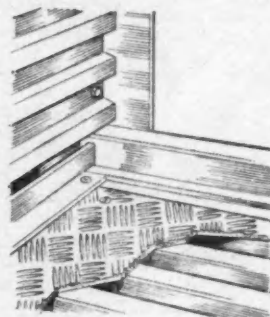


(Below, left) Hinged at the top and the bottom, the tailboard of a Seddon 8-ton tipper shown by Central Motors, is locked with a lever which is retained in position by a lipped sleeve. The timber body is of the drop-sided type and is lifted by a Pilot twin-ram front-of-body gear.



(Left) To be seen on the Bowen stand, a Darham 3,600-gal. mild-steel fuel-oil tanker is mounted on an E.R.F. eight-wheeled chassis, to which it is attached with U bolts. Spacer plates on the inside of the main chassis members act as guides for the bolts.

(Right) A new Homalloy safety-tread with a distinctive cross-ridge pattern is shown by the Dodge company applied to a light-alloy platform body. The plate is attached direct to the longitudinally corrugated main floor, and should provide good non-slip properties in addition to a long-wearing life.



(Continued from page 534)

the bus without increasing the transmission of engine noise to the interior. Equipped with a Northern Counties 76-seater body, the bus is intended for inter-city services for which the lowest possible overall height may be of first importance. Whereas the height of the municipal bus exhibited at Earls Court was 14 ft., the height of the inter-city vehicle has been reduced to 13 ft. 5 in. Fluorescent lighting is fitted on both decks, and interior panelling is of plastics material throughout—designed to outlast the life of the vehicle. Cleaning is facilitated by counter-sinking the heads of the attachment screws.

Demountable Box-van

Representing a sophisticated version of the concern's demountable cattle-container system, a demountable box-van container is displayed this year by the Penman company. This is essentially a new concept and has been adopted by a number of well-known companies including I.C.I. and Guinness. Bodies carrying a payload of 16½ tons have been loaded and unloaded in a few minutes with the aid of the system.

Two sets of ramped stands are employed and the body is fitted at the rear with two bracket-mounted rollers, which overhang the body, and with sets of rollers at the front attached to the ends of laterally extendible square-section support members incorporating retractable guide plates. The container is held in position for travelling by hook-ended bolt-section straps with turnbuckles and is mounted on a conventional type of light-alloy platform body. This

is based on Albion Chieftain chassis equipped with a Penman three-seat cab.

The front stands have a greater span than the second set, which are located in line with the rear rollers. Unloading is performed after removal of the straps by backing the vehicle between the front stand with the extendible members in the outer position, and the body is lifted from the platform at both ends when the rollers make contact with the ramps, the thrust being taken by metal wearing plates at the rear of the body. For loading, a "towing bar" is fitted between the vehicle body and container which moves through an arc as the container is lowered on to the platform.

The I.C.I. body exhibited on the stand is of all-aluminium construction, outside dimensions comprising a length of 14 ft., a width of 7 ft. and a height of 5 ft. 6 in. Side framing is constructed of triangulated members and the body is double skinned. I.C.I. Impalco alloy is used throughout.

Although the small number of light-alloy bodies at the Show suggests that aluminium construction is losing ground, discussions with operators and builders of alloy-bodied tippers, vans and platform vehicles indicate that the people who use this type of structure have reaped a worthwhile benefit. It is now unusual to find an alloy body that has not been built with due regard to the characteristics of the metal.

For example, reports on the Wilkinson all-aluminium multi-purpose tipper, displayed by the Leyland company

(Continued on page 537)



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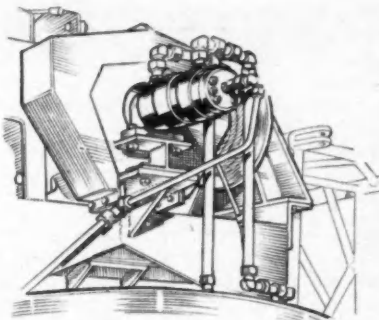
MR. SUNSHINE



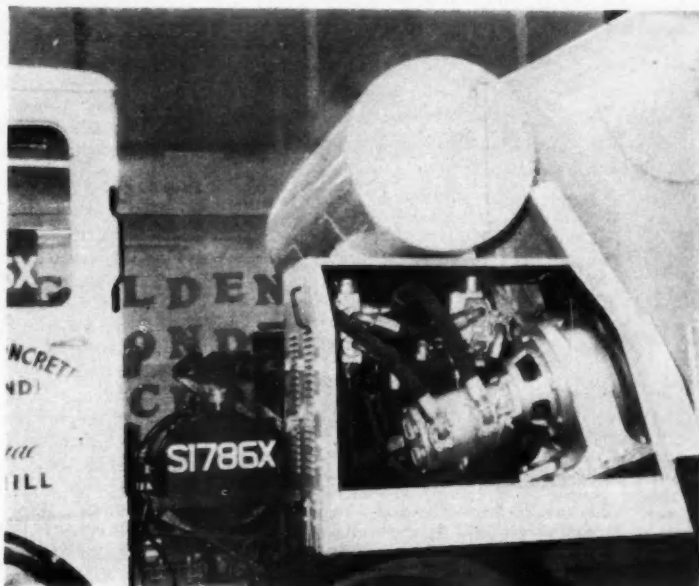
Meet the transport manager... Mr Sunshine since he suggested his firm take their transport to Smith Motors. They did, and transport troubles disappeared like a sports car up the M1. SM, he found, were a garage extraordinary. Sound servicing he had expected, but the remarkable knowledge of SM's 200 engineers about all things on wheels was something he had never experienced before. The way SM had £200,000's worth of B.M.C. spares at their fingertips. The way SM breakdown lorries and delivery vans would go any where, anytime. Nowhere before had he found know-how and service like this. But, come and see for yourself. See SM's new commercial and private vehicle showroom... 33,000 square feet for **AUSTIN** and **MORRIS**. See SM for your trucks, vans or cars- a fleet or a few.

SMITH MOTORS FOR COMMERCIAL VEHICLES, SERVICE & SPARES

SHOWROOMS AND WORKS AT HIGH ROAD, GOODMAYES, ILFORD, ESSEX — TELEPHONE SEVEN KINGS 6000 — (30 LINES)



(Above) An hydraulic motor drives the main hoist of the Redler Conveyors 5-ton mobile crane, based on a Seddon 15/10 chassis. Similar motors are used for derricking and slewing. In the case of the concrete mixer shown on the Atkinson stand (right) the hydraulic motor employed for driving the drum is fed by a pump coupled to the front of the engine crankshaft.



(Continued from page 536)

(on a Super Comet chassis) give weight to the claim that aluminium is suitable for really arduous work. Frame members comprise top-hat sections, Huckbolt rivets being employed for the entire structure, and features include double-hinged sides with detachable upper sections. In a typical application, the vehicle is used for quarry work and also for carrying loose materials, and there have been repeat orders for the body from a large number of operators.

The power unit is a Leyland Power-Plus O.370 oil engine, and the chassis is equipped with a two-speed axle and Edbro twin-ram underbody tipping gear. Of detailed interest, Dunlop rubber pads are incorporated in the main sub-frame members near the front, which support the body $\frac{1}{2}$ in. above the members when the vehicle is unladen, and this gives freedom from rattles and bumps when the body is empty.

Non-slip Flooring

Providing a non-slip hard-wearing floor of light alloy at a reasonable cost is a current "headache" of some of the leading aluminium companies and bodybuilders, and various cross-ridge patterns have been tried. In the case of the Homalloy platform body, shown on the Dodge stand, mounted on a Dodge 7-ton chassis, the floor is a new type of safety tread, having closely spaced ridges with relatively sharp edges, and would appear to offer highly favourable non-slip properties.

Of allied interest, Alexanders of Edinburgh display a Thames Trader low-frame 4-ton chassis with a biscuit van body having timber framing and an aluminium floor. In this case, the floor is subjected to particularly hard usage because of multiple drops, and aluminium is employed on account of its good wearing properties compared with wood.

Although it does not incorporate any particularly novel features, the Carrimore 1,400-cu.-ft. furniture van body,

shown by William Gillespie, is a notable example of sound engineering practice being applied to a large aluminium structure. The body is mounted on a Carrimore cranked frame semi-trailer, hauled by a Morris-Commercial 5-ton forward-control tractor, on which is built a timber-framed crew cab capable of carrying up to seven operators. The pillars of the van body are of top-hat section, and longitudinal stiffening members include a wide double-ribbed band, which also acts as a rubbing strip. Loading can be performed from the rear or from the near side.

Reverting to tipper, the majority are of all-wood or all-steel construction, an interesting example of the latter being exhibited by the Paisley Motor Company. This is based on a Thames Trader 5-ton 138-in.-wheelbase tipper chassis and is fitted with a Telehoist SL.7 single-ram underbody tipping gear and a Telehoist body, modified to the operator's specifications. Designed for the transport of tarmac, the sides are double-skinned to reduce heat loss, air-space insulation being preferred to the use of an insulating material on the score of efficiency as well as cheapness. Side extensions are fitted, and the tailboard hinges are located in line with the top of the boards to increase the width of the opening for a given angle of swing and to reduce pressure on the hinges.

The increasing use of hydraulic motors for driving lorry-



Based on a Leyland Comet chassis, this Wilkinson all-aluminium tipper body is of the multi-purpose type used for quarry work and also the carriage of loose materials. A Dunlop rubber pad supports the body $\frac{1}{2}$ in. above the frame members when the vehicle is unladen.



A refrigerated display cabinet under the serving counter is a special feature of a general merchant's travelling shop displayed by the Fife Motor Company. The shop is mounted on a Morris-Commercial F.G. 1½-ton chassis with a wheel-base of 9 ft. 6 in. powered by a 2.2-litre petrol engine.



Located above the rear engine, the Freon refrigerating equipment of a Volkswagen van, shown by Cameron and Campbell, is capable of regulating the storage temperature of the load down to -22°C . An electric motor, connected to the mains is used for driving the compressor at the depot.

mounted equipment may have a particular significance in that it could in time foster the application of hydrostatic drive to transmission systems. However that may be, it is an important trend, and this year two examples can be found at Kelvin Hall, a single motor being employed to drive a concrete mixer drum and no fewer than three motors being fitted to the mechanism of a mobile crane to operate the hoisting, derricking and slewing gears. Lightness, installation facility and ease of control are particular advantages offered by hydrostatic systems.

The concrete mixer is displayed on the Atkinson stand and is mounted on a special Atkinson chassis with a wheel-base of 13 ft. 4½ in. A Hamworthy hydraulic motor is used to operate the reduction gear of a Mulder drum, the pump being driven from the front end of the engine crankshaft. The drum has a capacity of 8 cu. yd.

Mounted on a Seddon 15/10 chassis of 11 ft. 6 in. wheel-base, the mobile crane is exhibited on the Seddon stand and is produced by Redler Conveyors, Ltd., of Enfield. In each case the drive of the motor is taken through a worm

reduction gear and is controllable by variation of engine speed or by permitting a metered amount of fluid to bypass the motor. In this way, exact inching control is obtained in both directions, all the motors being reversible under power. Spring-loaded control levers are operated by the driver from his normal position in the cab, which is designed to give all-round vision.

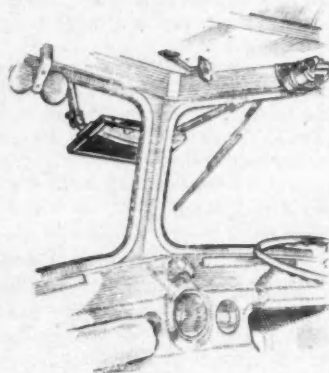
Keeping It Cool

Vehicle operators have not been slow to cater for the increased production of foods in frozen or "cooled" form, and although the exhibits at Kelvin Hall do not indicate the scope of this trend, a small 12-cwt. refrigerated van on a Volkswagen chassis is displayed by Cameron and Campbell, which is an outstanding application of up-to-date refrigerating techniques. The equipment is located above the engine at the rear, and comprises a Freon 12 twin-cylindrical compressor, having an air-cooled condenser, which is driven by the engine through a magnetic coupling when the vehicle is on the road. At the depot, the compressor is driven by an electric motor connected to the mains, fully automatic control being provided by a thermostat in both cases. The maximum power required is about 1½ h.p.

Designed to maintain the "as-loaded" temperature of the foods, the equipment is capable of regulating the storage temperature down to -22°C . (-9°F .) at an ambient temperature of 45°C ., the average precooling time being 2½ min. The cooling coils are embedded in the insulation, which has a thickness of 4.72 in.

In a recent interview with an operator of delivery vehicles engaged on runs through housing estates, special

The outriggered mirror of a Karrier Bantam mobile shop, shown by the Scottish Automobile Company, enables the driver to see small children in the space immediately in front of the grille. This is particularly valuable on housing estates.



mention was made of the anxiety caused to drivers by small children who run in front of a vehicle when it is about to start. Fitting a large bonneted vehicle with an outriggered mirror at the front (to obviate this hazard) is not new; the measure is obviously more necessary on vehicles that repeatedly stop at domestic premises, and it is not surprising that a mirror of this type fitted to a Smith's mobile greengrocery shop on the stand of the Scottish Automobile Company is attracting much favourable attention. The body is based on a petrol-engined Karrier Bantam chassis with a wheelbase of 10 ft. 2 in.

The wire baskets used in this shop incorporate a feature, patented by the Smith's Company, which comprises the use of special rubber grommets for mounting the baskets on the racks, a method which gives positive location and prevents rattling. Potato hoppers at the sides of the vehicle are fed through exterior apertures, normally covered by flush-fitting panels.

COMMENTARY

by JANUS

BIG BILL

ONE surprising thing about the new Transport Bill is its size. With 91 clauses and 11 schedules, it is already not far short of the 128 sections and 15 schedules of the grandfather of them all, the Transport Act, 1947, and there is a fair chance that the inevitable Parliamentary haggling will put considerable weight on the new Bill before it becomes an Act. It had scarcely seemed possible that the experts could produce such a healthy crop of legislation out of a field that had already been harvested so many times.

The Bill may indeed seem to reveal a large quantity of bones supporting very little meat. Clause after clause deals with the setting up of this, that or the other board, company, council, committee or tribunal, or with the complicated financial arrangements foreshadowed in the Minister of Transport's White Paper on the reorganization of the nationalized transport undertakings. At first sight, the whole process seems to involve little more than changing names and juggling with money. Only a closer examination shows that the Bill goes further than provide for structural alterations to the Ivory Tower. It entails the virtual destruction of the whole edifice and its replacement by something very different.

This later impression will emerge more and more clearly as the Bill takes its course through Parliament. Road operators must follow its progress step by step, and at each stage analyse the likely effect upon their own fortunes. The Government will hardly be allowed to let the measure speak for itself. Opposition and criticism will come certainly from the Socialists and also from some of the Conservatives. They will demand reasons for each proposal. Operators must examine the replies carefully and ensure that their own opinion is made clear to the Government on any point that is found to affect them.

THE extent of official financial aid for the railways is already disturbing. The amount to be written off completely—or in other words to be absorbed by the taxpayer—has risen from £400m. to £475m. between publication of the White Paper in December, 1960, and the publication of the Bill this month. There may be a warning here that the sum will increase still more if Parliament do not pass the measure quickly. Nearly £700m. of the remaining capital debt of the railways is to be free from interest or repayment obligation for an undefined period.

There is not a great deal operators can do about this, unless they refuse to accept the statement in the White Paper that "a railway system of the right size is an essential element in our transport network and will remain so for as long as can be foreseen." If they agree, they must concede that there is no point in allowing the railways to carry on indefinitely with a debt of £2,000m. that they will never be able to service. It is only realistic to allow them to cut their losses before embarking on the "purposeful slimming" to which the Minister referred in the House of Commons debate on the White Paper.

The Bill carries out the promise to free the railways from statutory control over their charges except in the London area. The same clause makes it clear that the railways can no longer be regarded as common carriers. Like the moratorium on debts, this is perhaps an inevitable extension of the plan to cut the railways down to size. But road operators, and especially hauliers, should at this

point have a number of questions to which they would like the official answers.

To a large extent, the ceremonial sweeping away of the ancient restrictions on the freedom of the railways to carry the traffic they like at the rates they like may be no more than putting into legal language what is already established practice. For a long time now there seems to have been little control over railway rates. All the same, the Bill settles the question beyond doubt. It may be opportune for hauliers to remember that the handicaps now to be abolished provided one of the main arguments for the licensing system. If, as a result, the system ought to be modified, this is the time to say so. An examination of the Bill might therefore be found rewarding by the special committee on licensing recently set up by the Road Haulage Association.

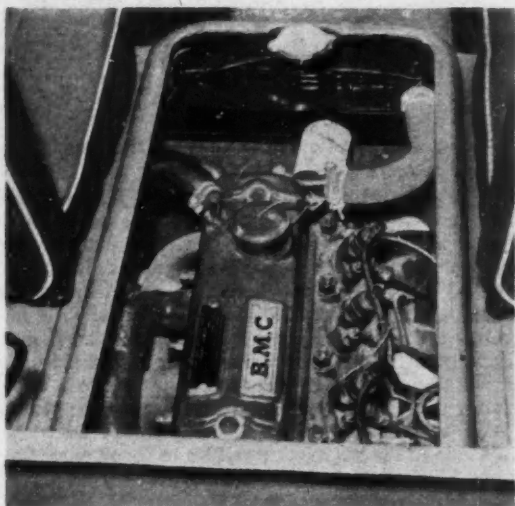
Incidentally, the committee might be encouraged by noting that one point on which the R.H.A. have fought stubbornly, and in the end successfully, is given ministerial blessing in the new measure. There is to be a statutory right of appeal from the Transport Tribunal to the Court of Appeal or to the Court of Session.

HAULIERS would be justified in seeking some protection—preferably embodied in the Bill itself—against irresponsible rate-cutting by the railways. There have already been complaints that some railway officials responsible for quoting rates show an alarming ignorance on the subject. They seem to imagine that, once a train has been scheduled for a journey, it costs little or nothing to add one or more trucks. The fallacy here is one that hauliers have at least recognized for many years, even if they have not been able to eradicate it completely.

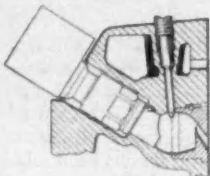
"Purposeful slimming" implies that the railways will be giving up certain services and certain traffic. On the goods side they will be allowed to do so without having to ask permission from any person or body. Presumably, the Minister feels that the future fate of the abandoned traffic is no concern of his. The customer will have to carry it himself or hand it to a haulier. In some cases a satisfactory arrangement will not be found possible, and the traffic will lapse.

On the whole, one imagines that the railways would prefer a haulier to have it, and this might be the opinion also of the Government. The satisfactory settlement of discarded traffic might, with a certain amount of stretching, come under the terms of reference of the proposed new Nationalized Transport Advisory Council, and a representative of the road haulage industry might be invited to attend meetings of the Council when the subject is under discussion. Even if this is not possible, hauliers should keep closely in touch with what is happening. The progressive shrinking of the railways could have a profound effect on the structure of road transport.

The question of public ownership is bound to arise during the discussion on the Bill. Its main achievement is to eliminate all vestiges of integration, although co-ordination is evidently to be encouraged. Complete denationalization of road haulage, long cherished by some hauliers and recently supported by the Bow Group within the Conservative Party, seems less likely when profits from British Road Services are to go to the Exchequer.

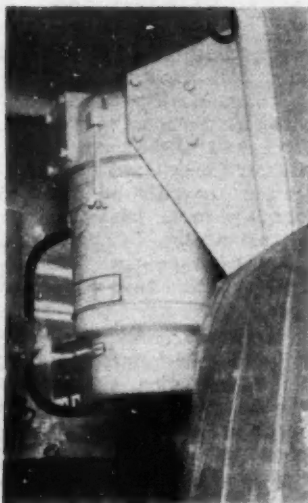


(Above) The new B.M.C. 1.5-litre diesel engine is available as optional equipment in Austin and Morris 10/12- and 16/18-cwt. vehicles, the engine seen here being in a Morris J4 van, exhibited by McLay's Garage, Ltd.



The slim K.L.G. heater plug produced specially for the B.M.C. 1.5-litre diesel allows the water passages to be increased by the amount shown in black.

Guy Invincible vehicles now have the air cleaner inside the cab. Originally it was below the cab, ahead of the off-side wheel, but in this position water could enter the cleaner.



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Chassis at the Scottish Show

Glasgow Reveals British Superiority

FORTY-THIRD SCOTTISH EXHIBITION SHOWS BRITAIN TO BE LEADING THE CONTINENT IN CHASSIS DESIGN

HAVING visited four Continental commercial-vehicle exhibitions this year—the Belgian, Swiss, German and Italian Shows—I feel able to state without fear of contradiction that the 1961 Scottish Motor Exhibition, which closes tomorrow, provides by far the greatest number of new and advanced designs that has been featured at any European show this year. Thus, to my mind, the Scottish Show reflects the continued progress of British vehicle manufacturers: progress not only in the design sense, but also in respect of home and overseas sales. Indeed, when the Show opened last Friday it was revealed that Britain had exported over 130,000 vehicles in the first nine months of this year, the value of these exports being more than £94 m.

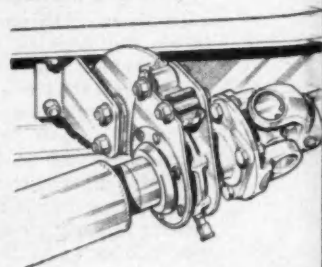
Every Show has its surprises, and this year's Scottish provided two—the first public showing of the new Bedford 330-cu.-in. diesel engine, and the appearance in the Demonstration Park of an E.R.F. 66GXL six-wheeler with a new high-capacity Eaton two-speed axle. In addition to these two unexpected novelties, though, there were several new designs officially revealed to the public for the first time on the Show opening day, including the B.M.C. 1.5-litre diesel engine, a low-loading 5-tonner from the same concern, the world premier of the French Renault 6-cwt. van and a novel Seddon twin-spring bogie embodying Fox two-leaf springs.

British 36-footers

Despite the many interesting new and recently introduced goods-vehicle designs, I think it is fair to say that passenger vehicles are the stars of this Show, particularly the A.E.C. and Leyland 36-ft. single-deckers and the Albion Lowlander low-height double-decker. This is the first public Show at which British single-deckers built for use in this country to the new box dimensions of 36 ft. by 8 ft. 2½ in. have been featured, and whilst in the case of all the vehicles on display the chassis themselves reveal no great technical novelties, being merely quite straightforward lengthened versions of existing 30-ft. designs (except that the A.E.C. Reliance is offered with a more powerful engine), it is encouraging to see that both Alexander and Duple have produced extremely attractive and well-balanced bodies for these two new chassis.



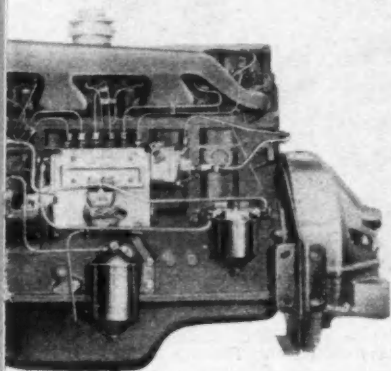
Use of this 330-cu.-in. unit



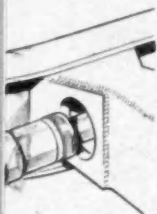
(Above) The handbrake of the Albion Lowlander is air-assisted, the operating valve being incorporated in the linkage as shown, also visible in this drawing being the diaphragm-type servo unit.

(Right) Use of A.C. generating equipment is growing on passenger vehicles. This drawing shows the generator, rectifier and control box of the C.A.V. system used on the Daimler Fleetline double-decker chassis.

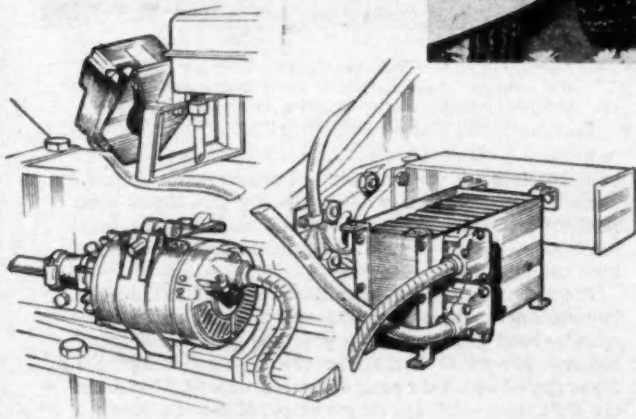
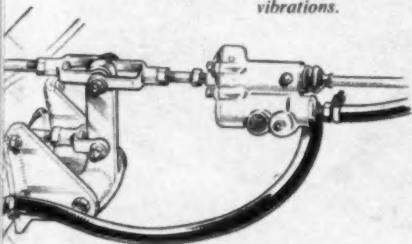
By John F. Moon, A.M.I.R.T.E.



install Cromard thin-wall cylinder liners has enabled 4-cyl. engine to be developed from the Bedford 300-cu. in. The gross output is 105 b.h.p. at 3,000 r.p.m., the net rating being 99 b.h.p. at 2,600 r.p.m.



(Left) The Albion Lowlander low-height double-decker chassis has this Metalastik-bushed centre-bearing mounting bracket to damp out vertical and transverse vibrations.

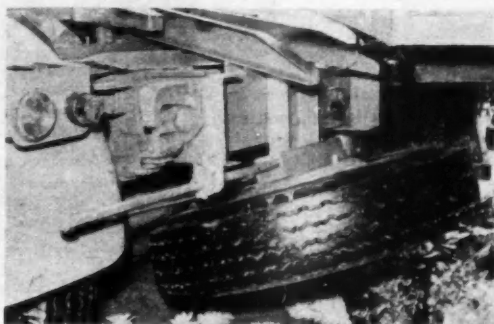


The Leyland Leopard PSU3.1R 18-ft. 6-in.-wheelbase underfloor-engined chassis is one of two new designs evolved recently for 36-ft. single-deck bodies, the other being an A.E.C. Reliance. The bus seen here has a rear overhang of 10 ft. 6 in., the body having 35 seats and being of Alexander manufacture.

So far as the Lowlander is concerned, a particularly valuable feature of this design (full details of which appeared in our issue of October 27) is its low weight. Both the Lowlanders on display have Alexander 72-seat forward-entrance bodies with overall unladen heights of approximately 13 ft. 6 in., yet the taxation weight of both examples is only 7 tons 17½ cwt. This weight is considerably less than that of any other British low-bridge double-decker of equivalent seating capacity and, whilst

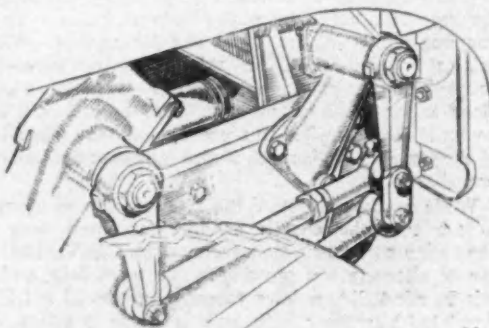
it must be admitted that the finished bodies are about ½-ton lighter than had been expected, great credit is due to the designers of this specialized chassis for evolving such a lightweight product.

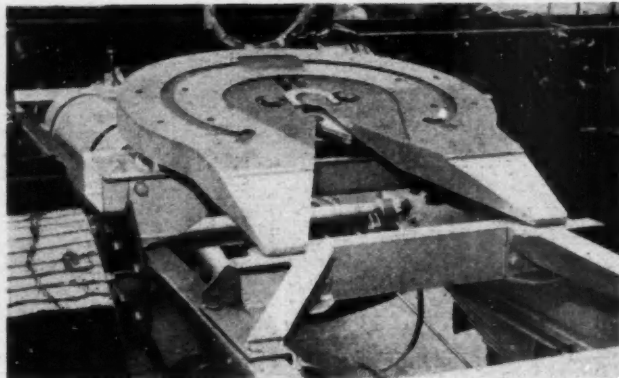
The A.E.C. Bridgemaster integral double-decker, which can be seen in the Demonstration Park, has the same number of seats as the Albion-Alexander vehicle, yet its unladen weight is 8 tons 15½ cwt., whilst even the Daimler Fleetline with Daimler 8.6-litre diesel engine and M.C.W. 77-seat body turns the scales at 8 tons 11 cwt., the Gardner 6LX-engined



The recently introduced Austin 18-ton-gross tractive unit has an inclined winch-type spare-wheel carrier located at the extreme rear of the chassis frame.

(Below) This drawing indicates the steering-relay linkage of the Garner-converted Thames Trader chassis exhibited by Croft Bodybuilding and Engineering Co., Ltd. This is necessitated by having moved the axle forward 18 in. to provide a low-step cab.





(Left) Austin and Morris 5-ton low-loaders have 8.25-20 tyres and a choice of diesel or petrol six-cylindered engines. The increased engine length has meant adding a "snout" to the F.G. cab, as seen on this Austin diesel model.

(Above) The new Scammell fifth-wheel coupling has a cast plate and conforms to S.A.E./S.M.M.T. requirements.

76-seater with Northern Counties body on the Daimler stand weighing 8 tons 16 cwt., although the Daimler officials told me that, being a hand-built prototype chassis, production Gardner-engined Fleetlines will weigh about 3 cwt. less than that of the Show exhibit.

It is fairly obvious, therefore, that there is quite a future ahead of the Lowlander, as its low chassis weight alone commends it to operators who do not specifically need an ultra-low-height double-decker. Its frame layout is designed for forward-entrance bodies with flat central gangways and virtually no rise in the floor between the entrance step and the gangway itself, but is suitable also for rear-entrance bodies. The use of a Leyland O.600 engine incorporating the Power-Plus combustion system is a further point in the Lowlander's favour, this unit developing 140 b.h.p. compared with the 125 b.h.p. of the standard O.600 unit.

More-powerful Chassis

That there is a demand for more-powerful engines in current high-capacity double-decker chassis is indicated by the growing use of the Gardner 6LX engine in such designs. This 150 b.h.p. (gross) unit is offered in Guy and Daimler chassis, and its installation in the rear-engined Fleetline gave the Daimler engineers a few headaches about a year ago, the Gardner engine being some 7 in. longer than the Daimler 8.6-litre around which the Fleetline was originally designed.

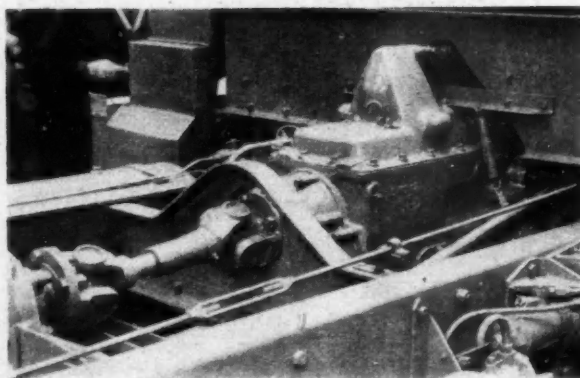
It was obvious that nothing could be done to reduce the length of the engine, so a series of gradual changes were made to the gearbox assembly until, finally, the output to the rear axle could be accommodated beneath the link coupling connecting the engine and the gearbox. With the original transmission layout this output was between the coupling and the main gearbox and lay roughly in the same plane as the gearbox centreline. Not only does this new layout make it possible to accommodate the greater length of the Gardner engine, but it also improves the line of the propeller shaft.

While on the subject of the Fleetline, it was interesting to see that the chassis exhibit was fitted with A.C. generating equipment manufactured by C.A.V., Ltd. The use of alternators is growing in the p.s.v. field, and with this in mind Simms have recently introduced a 1,750-W. ventilated alternator with built-in diode rectifiers. This

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generator produces 70 amp. cold and 60 amp. hot, and weighs only 50 lb.—about 40 lb. less than an equivalent D.C. dynamo. Another innovation concerning dynamos is the mounting method adopted on the latest Albion Chieftain models: the dynamo has rubber-bushed mountings with a simple single-nut adjustment, an installation which greatly simplifies fan-belt adjustment.

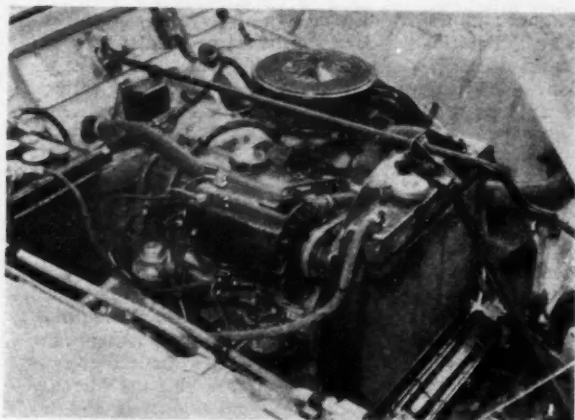
Returning to the theme of increased power for passenger vehicles, the new Bedford 330-cu.-in. diesel engine, which powers the Super Vega coach on the S.M.T. stand, marks a significant move by Vauxhall Motors, Ltd. This new



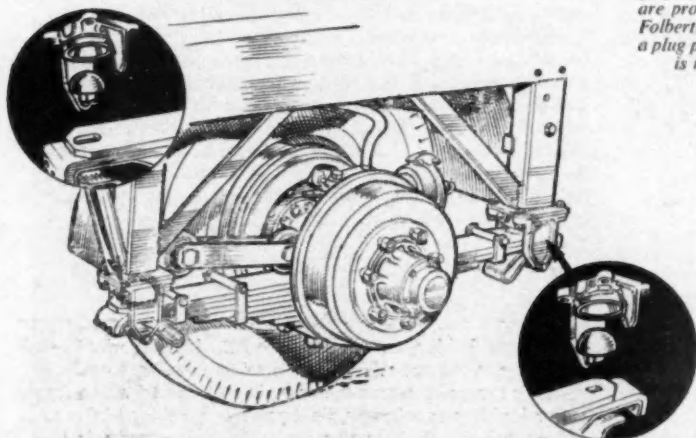
Thornycroft Nubian multi-wheel-drive chassis are now available with the A.E.C. AV 410 diesel engine and A.E.C. five-speed gearbox, the latter being shown in this picture. An optional sixth overdrive ratio is available.

unit, which is not yet available in Bedford goods vehicles, has a 10 per cent. greater cubic capacity than the original Bedford six-cylindered diesel engine, and this has been achieved by the use of Laystall Cromard thin-wall chrome-bore cylinder liners.

The two diesel engines differ also in that the 330 unit has larger-diameter, shorter cylinder-head studs and a new cylinder-head gasket, whilst its governed speed is 200 r.p.m. higher. The result is that the new engine develops 105 b.h.p. (gross) at 3,000 r.p.m., compared with 97 b.h.p. from the 300 engine, while the torque output of the new design is



(Above) Features of the Renault Fourgon 6-cwt. van include all-independent suspension, front-wheel drive, no chassis greasing points, and a sealed cooling system. The 0.747-litre petrol engine gives 26.5 b.h.p. at 4,500 r.p.m., and the three-speed gearbox is in front of the engine.



(Left) The Scammell Fourtrak semi-trailer suspension is illustrated here, the drawing showing the spherical bearing blocks and rubber-bushed radius arm of one spring installation. Spring deflection is permitted by the forward elongated slot.

238 lb.-ft. at 1,800 r.p.m. as opposed to 217 lb.-ft. at 1,400 r.p.m. In addition to the advantage of the increased power, bore life should be vastly improved by the use of these Cromax liners.

Proof that goods-vehicle design has by no means stood still this year is given by the remarkable number of goods models exhibited for the first time. These range from the little Renault van to the A.E.C. Marshall 20-ton-gross 6 x 2 and covering most of the popular intermediate sizes. The Renault 6-cwt. van was fully described in our last issue, and although imports from France are not due to start until March of next year, already considerable interest has been shown in this design.

The Fourgon, as it is called, has several clever features, not the least of which is its all-independent suspension which endows it with a truly amazing rough-road performance—ideal for farm tracks and other types of unmade road. Its suitability for use in country districts is further emphasized by the elimination of the chassis greasing points and the incorporation of a sealed cooling system which should never need topping up. Although no price has yet been fixed for the Fourgon it is known that it will not be above £450, with a distinct possibility that it will be nearer £400 than £450.

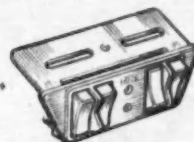
B.M.C. announced a brand-new 1.5-litre diesel engine on the opening day of the Show, and this neat little unit is to be made available in Austin and Morris 10/12-cwt. and

16/18-cwt. light commercials. The Corporation thus becomes the first British concern to manufacture an engine of this size for its own vehicles: the Perkins 4.99 42-b.h.p. 1.62-litre diesel is offered in Bedford, Commer and Thames vans. The new B.M.C. engine is based on the B-Series petrol engine, and it produces 40 b.h.p. at 4,000 r.p.m., which is only 2 b.h.p. less than the commercial-vehicle B-Series unit.

K.L.G. Heater Plugs

It has Ricardo Comet Mk. 5 combustion chambers and a compression ratio of 23 to 1, and cold-starting difficulties should be obviated by the use of a new type of K.L.G. sheathed-element heater plug, the small diameter of which has made it possible to increase the size of the cylinder-head water passages in the immediate area of the pre-combustion chambers. It will be interesting to see how many B.M.C. vehicles are ordered with this new diesel unit: after a promising start, some of the other van manufacturers who offer diesel engines seem to be of the opinion that the demand for diesel has started to wane slightly.

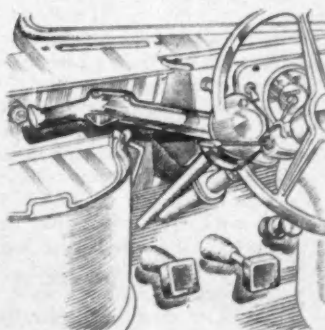
(Right) These rocking-action switches are produced in sets of four by Trico-Folberth, Ltd., the panel incorporating a plug point also. The complete fitting is neat and retails at 17s. 6d.



Another new small diesel is that developed by the Rover Co., Ltd., as an optional unit for their Land-Rover models. This is a 2½-litre unit, based on the existing 2½-litre four-cylindere petrol engine, and producing 10 b.h.p. more than the original Rover 2-litre diesel. It is interesting to note that both the B.M.C. and Rover diesels are derived from petrol engines. This has considerable production advantages, which should result in keeping manufacturing costs down.

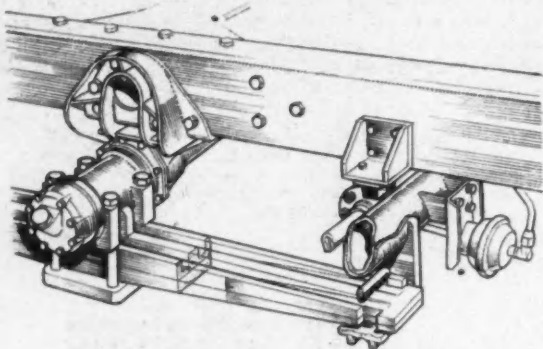
One of the most imaginative delivery-vehicle designs to have been evolved in recent years is the Commer Walk-Thru series, several examples of which are displayed in Glasgow. The Walk-Thru range consists of 1½-, 2- and 3-ton chassis, the 1½- and 2-ton models being available with capacious slab-sided van bodies. The design of the Walk-Thru chassis is relatively conventional and simple, but its

Commer Walk-Thru vehicles have this steering-column-mounted handbrake lever in order to keep the floor adjacent to the driving seat as unobstructed as possible.



layout is such that the driving-compartment doors lie completely to the rear of the engine and the front wheels, thereby giving the driver clear access to his seat from either side. The only obstacle on the pavement side of the driver's seat is the gear lever, even the handbrake lever having been tucked out of the way of the steering column, where it is easy to reach whilst at the same time enabling a good purchase to be obtained on it.

The low floor and step heights of the larger Walk-Thru vehicles have been obtained by the use of 16-in.-diameter wheels on all models, and small wheels are a feature of the new B.M.C. F.G.-type 5-tonners also, these Austin and Morris vehicles following the trend initiated a few years ago by Vauxhall Motors with their TJ (and later TK) models. A characteristic of the retail delivery trade is that, whereas a few years ago 3-tonners were the largest types



Fox two-leaf springs are employed at the bogie of the latest Seddon Mk. 15/10 six-wheeler. The special spring-end mountings permit a high degree of articulation, whilst the springs themselves effect a useful saving in weight.

in common use, nowadays there is an increasing demand for 5-tonners. Hence the advent of low-frame 5-ton chassis.

The B.M.C. low-loaders have 17-in.-diameter wheels carrying 8.25-17 (14-ply) tyres, which result in the loading height being 3 ft. 5½ in.—4¼ in. lower than that of a standard B.M.C. 5-tonner on 20-in. wheels. Another innovation, of course, is that this chassis is the largest so far offered with the F.G. corner-door cab, the frontal appearance of which has had to be changed by adding a "snout" to it to accommodate the six-cylindrical petrol and diesel power units.

Perkins-engined Commer 7-tonner

Proceeding up the payload scale, the adoption by Commer of the Perkins 6.354 112-b.h.p. (gross) diesel engine for their 7-ton chassis speaks well for the increasing popularity of this six-cylindrical direct-injection unit, which is already establishing a favourable reputation for itself from the power and fuel-economy angles. The use of this Perkins engine has enabled Commer to cut the price of their 7-ton diesel compared with that of the same chassis powered by their own two-stroke engine. Another valuable price cut in the same field is the £34 lopped off the price of their Chieftain models by Albion Motors, Ltd.

While on the subject of the Chieftain, the tractive unit exhibited in Glasgow carries one of the first examples of the Scammell fifth-wheel coupling, this conforming to S.A.E./S.M.M.T. standards and having a cast plate. Hitherto, whenever Scammell have fitted a fifth wheel it has not been of their own manufacture. Another fairly recent Scammell innovation is their Fourtrak four-wheels-

in-line semi-trailer, the leaf-spring layout of which—although still in the development stage—is interesting for its use of spherical mounting assemblies, which allow slight longitudinal movement of the forward ends of the springs, in addition to allowing each pair of wheels to oscillate on its spring.

New Six-wheelers

Looking at the heavier chassis, one finds three interesting new 6 x 2 designs, these being of A.E.C., E.R.F. and Seddon manufacture. The new A.E.C. is the Marshall, derived from the 6 x 4 of the same name, but bearing several design differences, the most noticeable of which is the use of York trailing-arm suspension for the rearmost wheels in contrast to the Hendrickson walking-beam, rubber-sprung installation on the 6 x 4 models. Newly designed for the Marshall 6 x 2, and also the Mercury 4 x 2 range, is a six-speed constant-mesh gearbox, and this is displayed as a separate exhibit. Contrary to previous A.E.C. design practice, this new box has a cast-iron case, making it simpler to house the shaft bearings than in the type of cast-aluminium case generally used by A.E.C.

The new E.R.F. 66GLX six-wheeler is shown by James Bowen and Sons, Ltd., in the Demonstration Park, and the particular feature of this vehicle is that it has the first Eaton 19802 two-speed axle to have been fitted in this country, the axle having been imported from the U.S.A., although scheduled for early production in this country. The greater torque capacity compared with existing British-built Eaton axles makes it suitable for use behind the 48½ lb.-ft. Gardner 6LX diesel, so dispensing with the need for a double-drive bogie or a high-capacity single-speed axle. This saves weight (the E.R.F.'s chassis-cab weight is 6 tons 2 cwt.) whilst at the same time giving a high top-gear ratio. The 66GLX can do 45 m.p.h., and has been ordered by Joseph Grant, Ltd., of Broughty Ferry, Angus

Two-leaf Springs

The new Seddon six-wheeler—the Mk. 15/10 (Series 2)—is noted for the use of Fox two-leaf springs, each leaf of which is tapered towards the ends, in addition to which the upper leaf has two longitudinal grooves machined in it to reduce weight. This two-spring suspension permits inter-axle diagonal articulation of 9 in. because of the method of anchoring the springs to the axles: each axle has brackets containing hardened steel pads over which the spring-ends roll. Location is provided by small vertical blocks which engage in slots cut in the sides of the spring leaves, whilst rebound movement is controlled by steel pins above the springs. No lubrication is required at the spring ends, the locating blocks pivoting on dry-bushed steel pins.

The springs are centrally pivoted to the chassis frame on plain bushes, the cross-tube used on the Show model being filled with oil. Straddle mountings will replace this cross-tube on production chassis, however. Braking and driving torque reaction is given by two rubber-bushed radius arms. The new bogie design is available as a single-drive unit only at present, but a double-drive version will be produced early next year. Another change on this chassis compared with earlier Mk. 15/10 six-wheelers is that full air-pressure braking and cam brakes have been adopted, whilst the cab recently introduced on the Mk. 2 8-tonner is available. Two power units are offered—the Leyland 400-S or the Gardner 5LW.

All in all, this year's Scottish Show provides a striking display of Britain's prowess in the field of commercial-vehicle design, whilst current figures indicate the sales successes that have ensued. Never before have home and overseas buyers had such a wide choice of types available from British factories—and most are true world beaters!



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Licensing Casebook

by Norman H. Tilsley

Should Armoured Vans be Exempted? — a Narrow Attitude

READERS of the technical press and subscribers to "Applications and Decisions" cannot fail to have noticed in recent months an influx of applications by "security" firms seeking to carry cash, usually under B licence, in armoured vans.

Hardly a day goes by without a report in the national press of the theft of some thousands of pounds of cash in transit, often from a bank to the premises of some large industrial organization. Most of these robberies—they take the form of the ramming or blocking of the vehicle carrying the cash, the "coshing" of the guards and the getaway in a stolen car—take place in the greater London area where, it is said, some 30 organized gangs are at work.

One of the firms principally involved in the prevention of such thefts, whose name has appeared many times recently in "A's and D's," is Securicor, Ltd. They have been carrying out security work for over 25 years and last year formed an "armoured division" to protect cash and valuables in transit, using in the main, ordinary "soft-skinned" private cars.

Recent circumstances have forced upon them the need for further protecting the people who carry the cash, and Securicor are now in the course of replacing their "soft-skinned" cars, based at over 30 centres throughout the country, with armoured vans.

The law, as it stands—and I refer to Section 164 (1) of the 1960 Act—lays down that "no person shall use a goods vehicle on a road for the carriage of goods for hire or reward . . . or for or in connection with any trade or business carried on by him, except under a carrier's licence." The sub-section goes on to state that this does not apply to vehicles mentioned in the Thirteenth Schedule to the Act. Thus, among other types of vehicle such as road cleansing, watering or dustcarts, police cars, fire engines and ambulances do not need carrier's licences.

Ironically enough, outside the London area the Group have met with little opposition from objectors, once the nature of their business has been fully explained. However, in the Metropolitan area (where there are proportionately more crimes) the company, because of strong opposition—I would venture to say that the objections are more "commercial" in nature than plain licensing objections—are not getting as many vehicles licensed as they feel they require.

Just over a year ago they applied to the Metropolitan Licensing Authority for four vehicles with the user "cash and valuables within 50 miles." The application was heard in December, 1960, by the deputy Authority, Mr. C. J. Macdonald, and, after a considerable "battle" (when such matters were gone

into as to whether the private cars the applicants were using, fitted with two-way radio receivers, etc., constituted vehicles adapted for the carriage of goods within the meaning of the Act), the deputy Authority granted them exactly half their application—two vehicles instead of four; cash (he left out the "valuables"), and he cut down the radius by half to 25 miles.

During a long decision, Mr. Macdonald said that nobody would dispute that the work the vehicles did was in the public interest, but the evidence, he thought, was not strong enough to justify a full grant. "If the applicant is going to get something, he will have to start in a small way, like all the other people have done, and see what he can do with his vehicles."

He then went on, so rightly, to prophesy that there were bound to be many more applications of this nature "before another year is out," and he supplemented this by saying that it was a thing which, in the public interest, was wanted.

His forecast was correct. In August of this year he found himself hearing an application by the same applicants for 35 armoured vehicles to be based in London, to carry cash within 25 miles of London; a second application for four vehicles to operate within 50 miles of a Gravesend base was also in his list for hearing.

This time, Securicor produced many witnesses in support and the opposition

—again formidable—was provided in the form of objections by Security Express, Ltd., and the Armoured Car Co.—both competitors in this field of operation.

Sticking rigidly to licensing procedure, Mr. Macdonald refused outright the application for four vehicles at Gravesend, and the 35-vehicle London application was successful only to the extent of 10 vehicles.

Mr. Macdonald's decision was, to say the least, a little contradictory. He first of all reiterated the public need for this kind of service and the likelihood of further similar applications coming before the court in the future. He mentioned that apart from "this new organization," there were about eight or nine firms in London doing the same kind of work; there were several applications pending for similar facilities, which all indicated the kind of demand there was. "To that extent the applicant is on strong ground," he added.

After dealing with the evidence he then went on to say that he thought that an armoured car was the right vehicle to use—it was an undesirable practice to use private cars.

Coming to his actual decision he asked himself, and answered, several questions: 1. "Are additional armoured vehicles required in the public interest?" He answered "Yes" to this. No. 2. Is Securicor becoming too ambitious? He answered this again in the affirmative.

A third question he asked was: "Is it right to build up a security service mainly with unprotected vehicles and then shortly afterwards to make a large demand for armoured vehicles?" He replied to this that it may be legal but it was not equitable.

Despite his insistence that the carrying of payrolls in armoured cars is in the

All or Nothing

SEVERAL weeks ago in our regular weekly feature "Expansion Trends in Haulage" I mentioned that in future the Northern area "Applications and Decisions" would list, in the Public Inquiry section, all objectors to an application, and at the recent Road Haulage Association Conference in Brighton, one of the speakers—Mr. R. N. Ingram—in a debate on whether there should be introduced a national licensing scheme, applauded the Northern Licensing Authority's decision to do this to prevent indiscriminate objections.

I understand that this practice is to be discontinued and that now, in future, no objectors' names will be listed whatsoever. This is purely, I am informed, a matter of economy in printing costs.

The reason for publishing all the

names of objectors became necessary when it was found that a certain group of hauliers—members of the R.H.A., I understand—were forming themselves into an objecting "school" gathering support to enable them to offer mammoth opposition to anyone trying to increase the number of vehicles in the area. The majority of these indiscriminate objectors operate tipper and, I understand, they are even lodging objections against applicants for furniture vans, etc.

It is a great pity that the names of all objectors are not to be shown, though I am glad that the old method, of just listing one or two objectors by name, and then adding "and thirteen objectors," or whatever the number may be, is not being used. It is a question of all, or nothing at all.

public interest, Mr. Macdonald seems to have adopted a very narrow attitude in his statement that Securicor are too ambitious; that they will have to start in a small way, like all the other people have done.

He did hint, during the course of the second inquiry, that perhaps Members of Parliament had not contemplated this kind of traffic when they passed the 1933 and 1960 Acts.

Securicor have taken the hint seriously. They have submitted to the Minister of Transport that "payroll escort vehicles" as they call them, be freed from the fetters of the carrier's licensing procedure. They point out that an ironical example in the 13th Schedule to the 1960 Act is contained in paragraph 10, where a vehicle used for towing a disabled motor vehicle, or for removing goods from a disabled vehicle to a place of safety, does not need a carrier's licence.

"Thus," they say, "if you want a suitable vehicle to carry your payroll safely, you must wait until you can get a licence; but, if you use an unprotected private car and suffer a ramming attack by bandits, the rescue vehicle which you send to collect anything capable of salvage from the wreck will be exempt."

They say that "goods" have been defined as "burden of any description." Paradoxically, the main reason why their customers come to them is not because they want better protection for their money but because they want their employees protected from injury. Loss of money, they say, is a risk against which they can "easily" insure themselves and thus the protection of money is a secondary matter.

Securicor, so far as London is concerned, are no further forward in their quest for armoured cars. Currently they have an application in for 10 vehicles which is being heard by Mr. Muir, the Licensing Authority. In the meantime they are appealing against the deputy Authority's decision to grant them only 10 vehicles out of the 35 they asked for.

Another "Merchandise" Case

THE deputy Yorkshire Licensing Authority, Mr. J. H. E. Randolph, nipped in the bud an application which was said to be exactly parallel with the Merchandise Transport application when he upheld a submission of "no case to answer" made on behalf of 115 objectors.

He was hearing an application by Slaters Transport, Ltd., of Thornton-le-Dale to convert 20 C-licensed vehicles to A-licensed vehicles to carry "as required" for Slater and Co. (Limestone), Ltd.

It was put forward on behalf of the applicants by Mr. T. H. Campbell Wardlaw that 99 per cent. of the outward traffic would be for Slater and Co. (Limestone), Ltd.—the holding company—and that return loads were not an important matter. The reason for the change was said to be a matter of policy and a desire to segregate transport, though, understandably, the applicant company's witnesses would give no under-

taking not to carry goods outward for other people.

Giving his ruling, Mr. Randolph, following precedent—as barristers so often do—said that the fact that the parent company would have a preference over any public need and could dictate the use of its transport subsidiary's vehicles,

meant that the applicants were seeking a public carrier's licence to carry out private work.

Following Lord Sellers' suggestions in the Merchandise case, Mr. Randolph suggested that Slaters apply for a B licence, endorsed with suitable conditions to carry out work for the parent company.

A Case of Inadequate Briefing

ROAD-RAIL Negotiating Committees fulfil a very useful function in our haulage licensing set-up, and they are in operation in all but one of the 11 traffic areas. Mr. S. W. Nelson, the Western Authority, told me that, but for the work of the committees in his area, he would never get through all the applications that are made to him.

But Authorities do not like to be dictated to by such committees, and an example of this came to light last month when the Metropolitan Authority, Mr. Muir, insisted on hearing an application which had already been "agreed" between the applicants and the British Transport Commission who were objecting.

F. V. Carroll and Sons, Ltd., the London Airport carriers, whose licensing position had been fully examined by the Authority last May, applied for two B-licensed vehicles which they wished to

add to their fleet. They attended a Road-Rail Negotiating Committee meeting and agreed, under protest, to modify their application. An agreement was signed between the parties and, in due course, the Authority's office was notified.

Mr. Muir caused the application, despite the fact that it was now unopposed, to be heard, because the modified user came into conflict with an undertaking given by the applicants earlier in the year.

When Mr. F. V. Carroll, the managing director of the company, told Mr. Muir that he had modified the application under duress, Mr. Muir—satisfied with the explanation—granted the application in the original wider terms applied for.

In his decision, after stating that the Committee generally did a "useful job of work," Mr. Muir said that he hoped in the future that there would be more adequate briefings of those who attended such meetings.

Hardy Annuals

SEVERAL coach operators from the Blackburn area applied recently to the North Western Traffic Commissioners for permission to introduce feeder services and link destinations. The Commissioners were told that although not authorized to do so, certain of them had already been linking "for some time past."

J. Benson (Motors), Ltd., and six local operators were applying to the Commissioners for feeder services from a number of Lancashire towns. They wanted to link certain Lake District centres, Chester, Llangollen and some Yorkshire resorts.

Opposing the applications were the larger operators—Ribble Motor Services, Ltd., W. C. Standerwick, Ltd., W. Robinson and Sons (Great Harwood) and Ribblesdale Coachways, Ltd., who submitted that if destination linking was granted to operators who had previously been doing it without authorization, those who had been operating properly and not linking destinations should not be in any way penalized. They requested similar facilities to cover excursions to the Lakes and North Wales, and also asked to increase the number of occasions when they were allowed to operate to Manchester, Preston and Burnley for theatre, cinema, and football outings. Objecting to both sets of applications were British Railways.

The Commissioners were reminded by Mr. J. Backhouse, representing several of the independent companies, that three years ago the Commissioners had given

approval to a scheme allowing Ribble, Robinson's and Ribblesdale, instead of having individual licences in Blackburn and adjacent towns linked by vehicle allowance, to have a main licence, with feeder services into Blackburn. The remaining operators in the area with similar licences were merely seeking to do likewise.

Both the chairman of the Commissioners, Mr. F. Williamson, and Mr. Backhouse, are "old hands" at these linking applications, which appear almost as hardy annuals.

Early in 1958 they faced each other over the Commissioners' proposal to impose rigid restrictions on linking operations, when the Commissioners had decided to vary the special conditions attached to road service licences and backings in respect of excursions, tours, stage and express services—an application objected to by over 70 operators.

Again, in June of that year, Mr. Williamson told Mr. Backhouse that what he was proposing on behalf of his clients—this time he was asking, on behalf of W. Robinson and Sons (Great Harwood), Ltd., for authority to link catchment areas of their various licences with feeder services into a trunk route—would make "licensing history."

If these and other applications in the North Western area follow true to form, provided the Commissioners are prepared to turn a blind eye to the unauthorized linking, the recent applications, which were adjourned, should receive their blessing.

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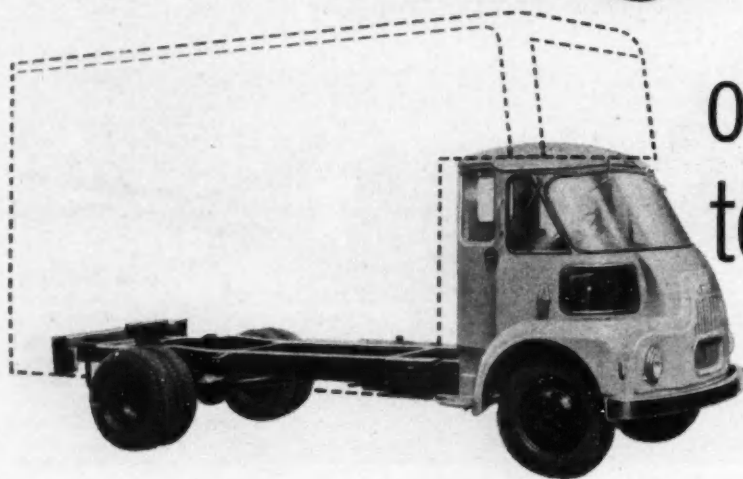
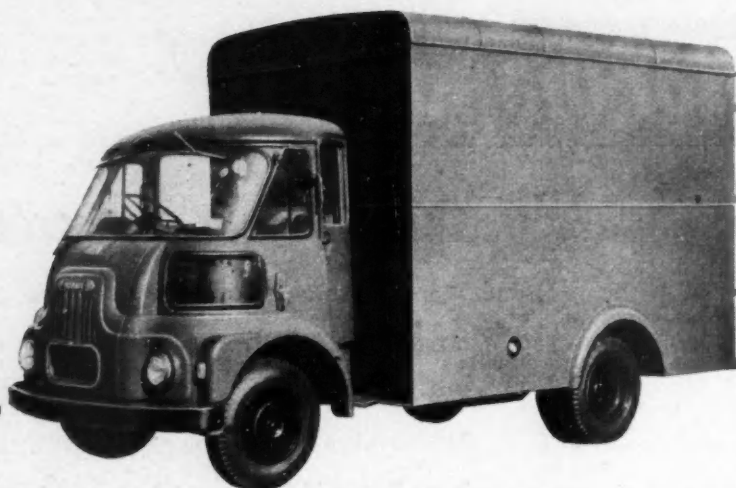
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New Equipment and Publications

Ice Warning

ELECTRONIC equipment to warn the driver of a vehicle of the possibility of ice on the road has been developed by Findlay Irvine, Ltd., Bog Road, Penicuik, nr. Edinburgh.

Main part of the equipment, which is called the Icelert, is a sensing probe which is fixed to the front of the vehicle about 9 in. above ground level. The unit is about 4 in. in diameter and looks like a small spot lamp. It is linked in a circuit with the vehicle battery and a dash-mounted warning light.

Housed in the sensor, and moulded in paraffin wax so that it is completely waterproof, is a fully transistorized electronic circuit which relays the electric current to the warning light when a predetermined temperature level is reached. It has been calculated that a temperature of 32° F. at ground level will result in an air temperature of 35½° F., 9 in. above the ground. If the sensor is fitted at this height and set to light the warning lamp at 35½° F., the likelihood of ice on the road will therefore be indicated.

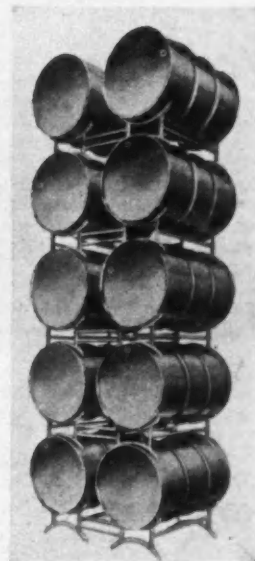
Slightly hazardous conditions cause the light to flash intermittently and, as the likelihood of ice increases, the duration of the flash lengthens until under definite icing conditions it remains permanently on.

Retail price of the Icelert is £5 17s. 6d. and a de luxe version (supplied with a small panel incorporating a dimming control, a testing switch as well as the warning light) costs £7 17s. 6d. The standard model can be tested by joining the sensing probe to its case.



(Above) The sensor of the Icelert is mounted on the front of the vehicle. Conditions likely to cause ice to be present on the road are indicated with the equipment.

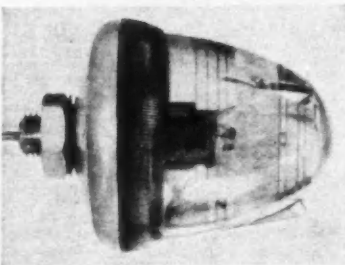
(Below) A stack of oil drums using the latest Stak-a-Drum storage units from Powell and Co.



Flashing Lights

A FLASHING direction indicator lamp, called the Signicator, is now produced by Wipac Group Sales, Ltd., Buckingham. It is suitable for front, rear or side mounting on the vehicle.

The Signicator has a die-cast base, chromium plated. The bulb-holder is cast as an integral part of the body and the lens is of constant colour amber Diakon plastic which is claimed to give good light dispersion. Both 6V. and 12V. models are obtainable costing 13s. 6d. each.



The Wipac Signicator direction indicator lamp.

Tough Floors

AFTER a limited release to the trade the surface coatings division of Burt, Boulton and Haywood, Ltd., Belvedere, Kent, are now marketing generally a flooring compound called Maximent. This material is a liquid dressing, applied over a prepared base consisting preferably of a screed of 3 to 1 sand/cement followed by a special primer.

The finishing coat of Maximent is easily applied and does not require special skill. When brushed or moved over a measured area it finds its own level and sets without brush or tool marks. At a usual thickness of ⅛ in., it provides a surface claimed to be stronger and more durable than granolithic concrete.

Demonstrations of the use of Maximent showed that it does not soak up oil or petrol as concrete does, and that it is resistant to a variety of chemicals, including acids.

Windows for 36-footers

A NEW extra-wide sliding window, the "Panther," is now made by Rawlings Manufacturing Co., Ltd., 106-108 Bedford Hill, Balham, London, S.W.12. This is designed for 36-ft. long bodies, and has a special adaptation for a new design by Duple Motor Bodies, Ltd., which was shown for the first time at the Duple Coach Show.

Plastics Details

INDUSTRIAL uses of polyester/glass as a material of construction are illustrated in a new 24-page booklet entitled "The Cellobond Polyester Story" published by British Resin Products, Ltd. The booklet includes sections on the manufacture, properties and use of Cellobond polyester resins.

Many applications of the use of the material are included with illustrations of finished products.

Copies of the booklet are available free from British Resin Products, Ltd., Devonshire House, Piccadilly, London, W.1.

Drum Storage

A NEW version of the "Stak-a-Drum" Drum Storage Unit is now available from Powell and Co., Burry Port, Carmarthenshire. This enables standard 40/50-gallon drums to be stacked in pairs up to five tiers high by means of a fork-lift truck. The drums can be loaded on the unit and the unit then stacked without any alteration to the fork centres being required.

These lightweight, portable units are made from tubular steel and are suitable for use indoors or outdoors. They provide neat, safe storage without the need for permanent structures.

More Prices Reduced

PPRICE reductions have been made to the range of Fablonite decorative-laminate sheet made by Fablon, Ltd., Berkeley Square, London, W.1. The standard range has been reduced to 3s. per sq. ft. and all the plain colours and the six special woodgrains now cost 3s. 4d. per sq. ft.

Arborite, the Canadian-made decorative laminate, sold in this country by the Arborite Co. (U.K.), Ltd., Uxbridge Road, London, W.5, has also been reduced in price. Standard and bending grades have been reduced to 3s. 6d. per sq. ft. The post-forming grade will in future cost 4s. 2d. and the thin Arborite 3s. per sq. ft. These prices apply to both high gloss and satin finishes in all standard sizes.

Jerrican Details

LEAFLETS recently published by Recontainers, Ltd., Green Lane, Hounslow, Middx, give details of their range of reconditioned jerricans.

Expansion Trends in Haulage**Large S.E. Tipper Request**

BY far the largest application appears in the South Eastern issue of "As and Ds." A Chatham firm, P. Currie and Co., who are civil engineers and commercial vehicle and plant hirers, ask for a new B licence authorizing them to operate 25 tippers. The normal user they seek is "Building and road-making and excavated materials and plant, within 30 miles of Chatham Railway Station." The radius requested covers the major part of Kent, including Maidstone and Canterbury. It extends into Surrey, including Croydon, and also takes in south-east London to within 2 miles of the City centre.

Another South Eastern application of interest: Osborne and Son, of Paddock Wood. They want to switch four vehicles from a B to an A licence.

Specifically requesting return loading facilities are Hall Transport (Willenhall),

Ltd. In a large contract A to A "switch" they ask the West Midland Authority to specify their nine contract vehicles in a new B licence.

Contract and C "switches" are listed as follows:—

Contract A to A lic.: Northern: J. Pierce, Manchester. **Yorkshire:** Goodall Brothers, Halifax. **West Midlands:** Maiden and Ellis Transport, Ltd., Newcastle. **Western:** E. J. Brain, Clutton (Somerset).

Contract A to B lic.: West Midlands: Hall Transport (Willenhall), Ltd., Willenhall. **Western:** D. Row and Sons, Ltd., Ludgvan (Cornwall). **Metropolitan:** J. Perkins Transport, Ltd., Hounslow.

C lic. to B lic.: Northern: W. R. Monkhouse and Son, Ltd., Penrith. **North Western:** H. Harwood, Ltd., Darwen. **South Wales:** C. W. Davies, Aberdare. **South Eastern:** A. Carpenter, Southampton.

NORTHERN**Applications**

N 31/10/1.—**A. W. Johnston (Hauliers), Ltd.**, Carlisle, A var., add 1 trl. (3t.).

N 31/10/2.—**G. and E. M. Land**, Penrith, A var., add 1 veh. (6t.).

N 31/10/3.—**S. Morton and Sons, Ltd.**, Wooler, A var., add 1 veh. (2t.). Collection and delivery of goods carried or to be carried on A lic. vehs. within 60 miles.

N 31/10/4.—**J. Cottam**, Kendal, new B lic., 1 veh. (4t. 11c). Animal feeding stuffs. Mainly in bulk, within 100 miles.

N 31/10/5.—**W. Jackson**, Newcastle upon Tyne, new B lic., 1T. (2t. 17c). Building mats., excavation, etc., for associate company Wm. Jackson (Redlington), Ltd.; Northumberland, Durham and Cumberland.

N 31/10/6.—**H. V. Maycock**, Lancaster, B var., Vary lic. conditions to read: Agric. lime and fertilizers within 150 miles, coal and coke within 30 miles, other goods excluding steel from Consett Iron Co., Ltd. within 50 miles of the Post Office, Lancaster.

N 31/10/7.—**W. R. Monkhouse and Son, Ltd.**, Penrith, B var., add 1 veh. (1t. 4c). Lic. conditions on all vehs. to read: Eggs within 41 miles radius of Langwathby. (This veh. is at present specified in C lic.)

NORTH WESTERN**Applications**

NW 31/11/1.—**J. Pierce**, Manchester, new A lic., 1 veh. (3t.). Mainly new furniture and household removals, mainly within 60 miles. (Veh. at present specified in Contract A lic.)

NW 31/11/2.—**Rowwood Haulage Co.**, Warrington, new A lic., 1 veh. (4t. 11c). Steel: Warrington, Manchester, Birmingham and London.

NW 31/11/3.—**J. W. and A. Seddon (Prescot), Ltd.**, A var., add 1 veh. (7t. 5c) and 1 trl. (2t. 5c).

NW 31/11/4.—**Combura Bros., Ltd.**, Preston, A var., add 2 veh. (12t.).

NW 31/11/5.—**Reflex Garage (Manchester), Ltd.**, Stockport, A var., add 1 art. (10t.).

NW 31/11/6.—**J. and S. Merriman (Contractors)**, Ashton-under-Lyne, new B lic., 1 T (4t). Earth-moving and general building mats, within 30 miles.

NW 31/11/7.—**J. K. C. Poole**, Crewe, new B lic., 1 veh. (6t. 4c) (tanker). Milk and whey from Express Dairy, Pipe Gate, within 160 miles of Buerton.

NW 31/11/8.—**H. Harwood, Ltd.**, Darwen, new B lic., 1 veh. (5t.). Goods within 5 miles, and between Thornton and Darwen for I.C.I., Ltd. (Veh. specified in C lic.)

NW 31/11/9.—**T. Glover**, St. Helens, new B lic., 2 veh. (6t. 5c). Coal for National Coal Board, St. Helens area, and Liverpool coal merchants within 25 miles.

NW 31/11/10.—**Enfield Rolling Mills, Ltd.**, Stretford, new B lic., 2 veh. (4t. 11c). Non-ferrous metal, wires and cables, stores and machines for Delta-Enfield Rolled Metals, Ltd., Alcan-Enfield Alloys, Ltd., Enfield-Standard Power Cables, Ltd.; G.B.

NW 31/11/11.—**E. Cleary, Westhoughton**, new B lic., 1 veh. (2t). Rubbish, ashes, bricks, goods concerning mill work and building trade within 25 miles.

NW 31/11/12.—**J. Black and Son**, Liverpool, B var., add 1 veh. (3t.).

NW 31/11/13.—**Livesey Transport, Ltd.**, Oldham, B var., add 1 veh. (3t.).

NW 31/11/14.—**J. W. Edmundson**, Preston, B var., add 1 art. (4t. 11c). Goods for I.C.I., Ltd., between Preston, Heysham and Billingham.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.s., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

YORKSHIRE**Applications**

Y 8/11/1.—**Goodall Bros.**, Halifax, new A lic., 2 veh. (7t.). Mainly metal products for Messrs. H. S. Holdsworth, Ltd., Halifax and goods for Rycroft and Co., Ltd., Bradford and their associate and subsidiary companies, as required. (Subject to the grant of this application an A lic. and Contract A lic. will be surrendered.)

Y 8/11/2.—**Bedfords Transport**, Brighouse, A var., add 1 art. (5t.).

Y 8/11/3.—**Dean Bros.**, Castleford, A var., add 1 veh. (4t.).

Y 8/11/4.—**Fred Hardy and Son, Ltd.**, Grange Moor, A var., add 1 veh. (5t). This veh. is required to facilitate fleet maintenance only.

Y 8/11/5.—**Wilfred Harrison (Transport), Ltd.**, Sheffield, B var., add 1 veh. (4t. 5c).

Y 8/11/6.—**T. Redshaw**, Crofton, new B lic., 1 veh. (1t). Television, radio and domestic appliances for Television, Radio Insurance and Maintenance (Wakefield), Ltd., within 25 miles.

Y 8/11/7.—**A. H. Walker**, Glibberdyke, new B lic., 1 art. (4t. 5c). General (strawboards, bacon, butter), shunting service between Goolle docks and operating centre.

Y 8/11/8.—**Bell Plant Hire, Ltd.**, Harrogate, new B lic., 1 art. (7t) (low-ldr.). Mats. and plant for associated companies: Fowlers (Contractors), Ltd., and Parkstone Estates, Ltd., and for customers who are hiring the licensee's plant, within 25 miles.

Y 8/11/9.—**B. I. Eaton**, High Green, new B lic., 1 veh. (2t. 5c). Steel and building mats, within 50 miles.

Y 8/11/10.—**H. Miller**, Ilkley, new B lic., 1 veh. (3t. 5c). Stone and monumental masonry, road and building mats, within 75 miles.

Y 8/11/11.—**J. H. Tomlinson Transport, Ltd.**, Leeds, new B lic., 2 veh. (7t. 5c). Collection and delivery of goods within a radius of 50 miles for and on behalf of A.F.S. (Shipping), Ltd., to and from railhead at Whitehall Road, Leeds.

Y 8/11/12.—**N. F. Crump**, Middleham, new B lic., 1 trl. (10t). (Two Stall Horse Box.) Racehorses within 150 miles.

Y 8/11/13.—**F. Carr**, Norton, new B lic., 1 veh. (1t. 5c) and 1 Horse trl. (5t.). Horses within 300 miles.

Y 8/11/14.—**A. P. Ashton**, Seaton, add 1 art. (5t. 5c). Transportation of caravans up to 40 ft. in length as required in G.B.

Y 8/11/15.—**W. Coulson**, Leeds, B var., add 1 veh. (1t).

Y 8/11/16.—**S. King**, Sutton-on-Hull, B var., 5 veh. (14t. 5c).

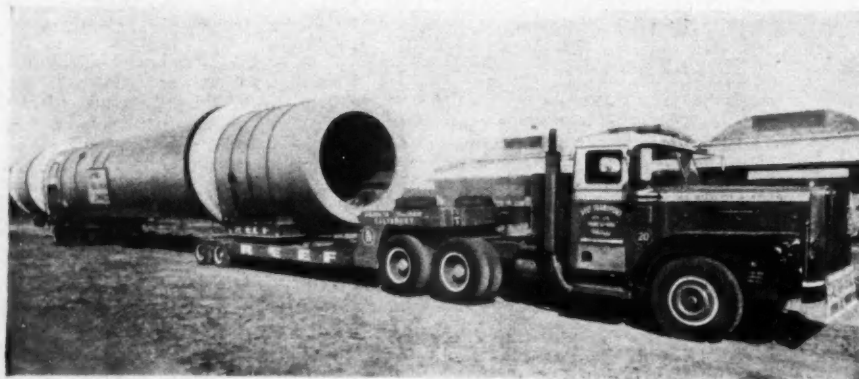
WEST MIDLAND**Applications**

WM 9/11/1.—**British Waterways** (North-Western Division), Stoke-on-Trent, new A lic., 8 veh. (34t). Pottery, raw mats, and general commodities, Lancashire, Cheshire and the Midlands—waterborne traffic.

WM 9/11/2.—**Maiden and Ellis Transport, Ltd.**, Newcastle, Staffs, A var., add 2 T. (12t). Fuel, colliery maintenance mats., building and road-making mats., within 35 miles. (If granted, 2 veh. will be deleted from Contract A lic.)

WM 9/11/3.—**Wm. Morris and Sons**, Birmingham, new B lic., 1 veh. (2t. 5c). Precision casting

(Continued on page 549)



This 85-ft.-long kiln pipe, weighing 55 tons, was recently moved some 40 miles in only 4 hours in South Africa by a Leyland Buffalo tractor operated by Reef Transport, Ltd. Boksburg L.H.L. Engineering, Ltd., Germiston, made the semi-trailer and dolly.

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Specially built for on-and-off-the-road work the Dunlop RK8 and RK9 giant tyres offer outstanding toughness, immense wear-resistance, surpassing grip and up to 20% more mileage. The RK9 (illustrated above) is suitable for all-round fitment on all trucks and combines exceptionally long mileage with high resistance to irregular wear. The rugged tread of the RK8 (right)—an ideal rear wheel tyre for heavy trucks—offers positive grip on soft ground but still ensures maximum mileage and traction on normal roads.

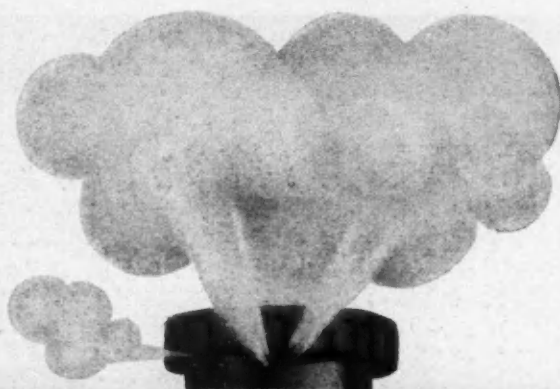
For heavy vehicles the perfect combination is RK9 on the front wheels and RK8 on the rear. Both are available with nylon or rayon cord.



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tative, who'll prove it when you meet:
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Th 2/1



THYLENE

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all year round protection.**

National Benzole Co. Ltd *
Mercury House,
195 Knightsbridge, London SW7

sand in bags for distribution from own store to customers within 30 miles on behalf of Industrial Foundry Materials, Ltd., Lye.

WM 9/11/4.—D. A. Wood, Birmingham, new B lic., 1 veh. (1). Electrical goods, tools, plant, on behalf of Wood and White, Ltd., within 130 miles.

WM 9/11/5.—G. E. Jeynes, Coventry, new B lic., 1 veh. (2). Furniture and household effects, within 25 miles.

WM 9/11/6.—J. W. Durose, Stafford, new B lic., 1 veh. (3). Goods for John Hill and Sons, as required.

WM 9/11/7.—D. H. McNellie, Stoke-on-Trent, new B lic., 1 T. (4). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract for John Laing (Construction), Ltd., for work on the Birmingham/Preston Motorway, within 20 miles of Hanchurch.

WM 9/11/8.—Hall Transport (Willeshall), Ltd., new B lic., 9 veh. (44). Steel for the Ductile steels group of companies, as required, and also return loads. (If granted, Contract A lic. will be surrendered.)

WM 9/11/9.—P. J. McDonald, Worcester, new B lic., 1 T. (4). Road-making mats, within 25 miles for A. Monk and Co., Ltd.

WM 9/11/10.—C. E. Molyneux, Broseley, B var., add 1 veh. (1). Goods for Messrs. Chilcott, Ltd., Coalport, within 200 miles.

WM 9/11/11.—A. H. Adams and Sons, Ltd., Tipton, B var., add 1 veh. (5). Fruit and vegetables, returned empties, within 150 miles.

SOUTH WALES

Applications

SW 1/11/1.—C. W. Davies, Aberdare, new B lic., 1 T. (2). Coal, hard core and building mats, within 25 miles. (Veh. at present specified in C lic.)

SW 1/11/2.—K. J. Weston, Bridgend, new B lic., 1 T. (3). Goods for T. S. Rees, Bala Quarry, Corcilly and Longlands Quarry Co., Corntown, near Bridgend, within 35 miles. (Veh. at present authorised by Short Term B lic.)

SW 1/11/3.—F. Bolt, Chepstow, new B lic., 1 T. (7). All goods within 30 miles and occasional loads to Midlands, London Area, South and South-East England.

SW 1/11/4.—S. J. Evans, Llandrindod Wells, new B lic., 1 T. (4). Road-making mats, for the Radnorshire County Council in the County of Radnor and local coal deliveries on behalf of A. W. Davies, Coal Merchant.

SW 1/11/5.—Short Haulage, Ltd., Abertillery, B var., add 6 T. (28). Fertilizers for compounding liquid fertilizers (corrosive) and lime in bulk direct to farms for spreading within 75 miles, and quarried mats, for the construction of the Spencer

Steelworks at Llanwern and the Reservoir at Llan-deydd for the members of the Monmouthshire Associated Quarries, Ltd., within the areas bounded by Coleford, Brynmawr, Cefn Coed, Treherbert and Pyle. (If granted, B lic. with a Newport base, 5 veh. (23) will be surrendered.)

SW 1/11/6.—Gray and Lewis, Ltd., Pontypridd, B var., add 1 T. (3). Coal and mats, for the National Coal Board in No. 3 Area.

WESTERN

Applications

W 7/11/1.—E. J. Brain, Clutton, A var., add 1 veh. (7). (Animal food bulkier.) Mainly goods for C. J. Harris (Bridgewater), Ltd., any distance. (If granted Contract A lic. will be surrendered.)

W 7/11/2.—J. J. Ford, Chitterne, new B lic., 1 veh. (3). (Horse Box). Racehorses as required.

W 7/11/3.—H. J. Raddon, Exeter, new B lic., 1 veh. (3). Coal within 25 miles.

W 7/11/4.—Nind Concrete, Kingswood, new B lic., 1 T. (4). Quarry and building mats, within 100 miles.

W 7/11/5.—C. W. G. Wintle, Bristol, B var., add 2 arts. (8). G.s. within 50 miles.

W 7/11/6.—D. Row and Sons, Ltd., Ludgvan, new B lic., add 2 veh. (10). Goods to and from the premises of Spillers, Ltd., and their associate and subsidiary companies in G.B. within 200 miles. (Vehs. are at present specified in Contract A lic., and will be surrendered if the application is granted.)

METROPOLITAN

Applications

M 2/11/1.—A. L. Simms, New Barnet, new A lic., 1 veh. (1). Furniture removals, all districts.

M 2/11/2.—O. Wray and Co., Ltd., West Molesey, A var., add 1 veh. (3). G.s. West Molesey and Norfolk.

M 2/11/3.—P. Ezerin, Waltham Abbey, new B lic., 1 veh. (1). Towing of caravans, within 80 miles; and eight times a year within 400 miles.

M 2/11/4.—Paladin Transport Co., New Malden, new B lic., 3 T. (19). Scrap metal, within 250 miles; and moulding sand and coal, coke and solid fuel in bulk as return loads.

M 2/11/5.—J. Perkins Transport, Ltd., Hounslow, new B lic., 4 veh. (12). Goods for Polycell Products, Ltd., W. Wood and Sons, Ltd., C.D. Productions, Ltd., and Conran Contracs, England, Scotland and Wales; goods passing through applicant's warehouse at Hounslow, within 30 miles. (If granted Contract A lic. will be surrendered.)

M 2/11/6.—O. Wray and Co., Ltd., West Molesey, new B lic., 1 veh. (3). To be used as a substitute

veh. for any veh. specified in A and Contract A lic., whilst undergoing repair or maintenance.

M 2/11/7.—J. Bouvier, S.E.16, B var., add 1 veh. (3). (3).

M 2/11/8.—E. P. Lewis and Son, S.E.15, B var., add 1 veh. (2). (10).

M 2/11/9.—K. S. Paul (Molybdenum Disulphide), Ltd., N.18, B var., add 1 veh. (3).

M 2/11/10.—R. C. Fryer, E.13, B var., add 1 veh. (3). (14). Goods and trade fittings for W. Waide Pollard and Sons, Ltd., within 50 miles of Plaistow Railway Station.

SOUTH EASTERN

Applications

SE 9/11/1.—B.R.S. (Parcels), Ltd., Hove, A var., add 1 art. (6). (If granted 1 art. will be deleted from the Metropolitan lic.)

SE 9/11/2.—B.R.S. (Parcels), Ltd., Margate, A var., add 1 art. (6). (If granted 1 art. will be deleted from Metropolitan Area.)

SE 9/11/3.—Vectis Roadways, Ltd., Newport, I.O.W., A var., add 1 veh. (3). Mainly goods, within the Isle of Wight and also to be used as a maintenance veh. when any of the applicant's A lic. vehs. are under repair or maintenance, operating in accordance with the declared normal user. (If granted, B lic. specifying 1 veh. (3)) will be surrendered.)

SE 9/11/4.—E. Osborn and Son, Paddock Wood, A var., add 1 veh. (3) and 4 veh. (13). (If granted B lic. will be surrendered.)

SE 9/11/5.—J. C. Wells (Transport), Ltd., West Malling, A var., add 2 veh. (7). Mainly building and road-making mats, and filler; mainly London, Kent, Surrey and Sussex.

SE 9/11/6.—A. J. R. Matthews, Alton, new B lic., 1 veh. (3). Coal and coke, within 40 miles of Farnham.

SE 9/11/7.—Securicor (Southern), Ltd., Ashford, new B lic., 3 veh. (5). (Armoured Vans). Hired vehicles, Cash and valuables, within 15 miles.

SE 9/11/8.—S. Reeves, Ashurst, Southampton, new B lic., 1 veh. (3). (Pantechicon). Furniture removals within 25 miles; e.g. within 25 miles; new furniture for Ellington Industries, Ltd., within 150 miles.

SE 9/11/9.—P. Currie and Co., Chatham, new B lic., 25 T. (112). Building and road-making and excavating mats, and plant, within 30 miles.

SE 9/11/10.—A. Carpenter, Southampton, new B lic., 1 veh. (3). Turf, concrete blocks, straw and other agric. products, building mats, within 50 miles. (Veh. is at present specified in C lic.)

SE 9/11/11.—A. G. H. Oulney, Swalecliffe, new B lic., 1 veh. (1). Light removals of personal effects of customers and miscellaneous goods, including farm implements, up to 50 miles.

AXLE WEIGHT CALCULATION

Standardized Methods Agreed

THE accurate assessment of laden axle weights for passenger vehicles is of importance in deciding tyre sizes but can present some difficulty, writes A. A. Townsin. A full set of suitable weights to represent the passengers is not always available and must be accurately disposed if the results of direct weighing are to be of value. There is also the problem of arranging them so as to avoid damage to the interior of the vehicle, particularly if it is new.

These factors were no doubt in mind in joint consultations between tyre manufacturers and public service vehicle operating organizations under the auspices of the S.M.M.T. which have led to a standardized method of calculating the laden axle weights from the figures for the unladen vehicle. Briefly, the principle is one of assuming a weight of 140 lb. to be placed 6 in. forward of the backrest of each seat to represent the passengers and taking moments about the front axle to compute the total passenger weight acting on the rear axle. The passenger weight on the front axle can then be taken as the remainder. Methods of simplifying the calculation

by dealing with the seats in blocks are indicated.

Further information can be obtained from Mr. A. G. Bateman, Technical Officer, The Society of Motor Manufacturers and Traders, Ltd., Forbes House, Halkin Street, London, S.W.1.

AUSTRALIA DOUBLES ITS SPENDING ON ROADS

AUSTRALIA will almost double its rate of spending on roads in the next five years. £A1,080 million have been spent on roads in the past 10 years and in the next five £A950 million will be spent.

At the annual Australian Road Transport Federation conference at Terrigal, New South Wales, Mr. Opperman, Federal Minister for Shipping and Transport, said that in the past 16 years the number of commercial road transport vehicles had increased from 333,000 to 845,000.

It was now estimated that road transport carried more than 75 per cent. of the total tonnage of goods moved annually in Australia.

Second Borgward Move

FOLLOWING the recent announcement that Büssing Automobilwerke AG, the Brunswick (West Germany) commercial vehicle producer, is to take over the Osterholz-Scharmbeck goods vehicle plant of the liquidating Borgward company, it is now stated that another German manufacturer, Rheinstahl-Hanomag, of Hanover, is interested in obtaining the company's Sebaldsbrück works for goods vehicle production.

Rheinstahl-Hanomag is said to have offered up to DM30 million for the plant, despite hopes on the part of Borgward that over double this sum could be raised. It is further stated that the Swedish vehicle producer, Svenska Aeroplan AB, of Linköping, maker of Saab vehicles, wishes to purchase the Goliath vehicle works formerly occupied by the Borgward-group company Goliath-Werke GmbH. It is considered possible that production of Goliath vehicles will be continued by the purchaser of this works.

Meanwhile, Büssing has stated that it will complete production of standing Borgward goods vehicles at the Osterholz-Scharmbeck plant and take over the supply of Borgward spares, as well as producing parts for the current Büssing range.

Planning for Profit

Costing Small Buses

The Initial Outlay and Subsequent Expenditure Incurred When Operating a 14-seater 600 Miles a Week are Itemized Here

COMPARED with haulage, the road passenger transport industry is dominated by the large operator. The latest official report, covering the period April 1, 1960, to March 31, 1961, shows that 52.02 per cent. of all vehicles were operating in fleets of 200 or more. Below this size of fleet there is a substantial drop to 8.77 per cent. relative to fleets of from 100 to 199, and a final drop to 2.53 per cent. for the one-vehicle per operator class.

As with many statistics, however, even these official figures can give a wrong impression unless they are considered along with other aspects of passenger operation. Thus, for example, in the same report the number of operators with fleets of vehicles in the range of one to nine total 12,941. Although a proportion of these will be engaged on private hire and tour work, there nevertheless remains a considerable number of operators who succeed in maintaining public services which, though small in mileage and frequency, are vital to the areas they serve.

The problem of maintaining public services in rural areas continues to receive the attention of the Government and its appointed committees. Meanwhile, however, existing operators have somehow to meet the problem of declining revenue and increasing costs. Whilst there is a divergence of opinion as to the manner in which this problem can be resolved, the use of a smaller vehicle than is normally operated can provide economies. These economies would not be achieved unless the circumstances were appropriate to the operation of this type of vehicle, but such opportunities can arise.

EXISTING passenger operators will, of course, know the statutory requirements governing this type of operation. Due to the closing of railway branch lines or the cessation of existing services, however, circumstances may arise where a haulier, for example, or a garage proprietor is approached with a view to his operating a small bus service with no previous experience in this type of work. In that event it would be appropriate to give the salient legal points relative to public service vehicle operation.

For licensing purposes, public service vehicles are segregated into three groups—stage carriages, express carriages and contract carriages. A stage carriage is a public service vehicle carrying passengers at separate fares, but not operating as an express carriage. Where none of the separate fares is less than one shilling (or such greater sum as may be prescribed) it is termed an express carriage. In this connection no account is taken of fares charged to particular groups of passengers such as children, students or workmen, if a fare of one shilling or more is charged for a similar service to ordinary passengers.

The third group—contract carriages—are vehicles where a contract is expressed or implied for the use of the vehicle as a whole, as distinct from carrying passengers at separate fares.

WHICHEVER of these three types of operation is undertaken, a public service vehicle licence must be obtained for the vehicle, whilst the driver, and conductor if carried, must also hold a licence. The operation of stage and express carriage necessitates the obtaining of a road service licence for the particular service, or services, it is intended to operate.

Irrespective of the type of service operated, it is necessary to obtain a certificate of fitness for a vehicle before a public service vehicle licence can be granted. A certificate of fitness, however, is not required if the vehicle concerned carries fewer than eight passengers.

Regarding the respective fees, a public service vehicle licence costs £6 and is valid for one year. A certificate of fitness costs £5 10s. with a validity ranging from one to seven years as determined by the certifying officer.

Despite objections to their use from some sources, the number of small passenger-carrying vehicles in operation continues to increase. Thus, in the Northern traffic area, there was a total of 75 in this class in 1960, which rose to 133 for the corresponding period ending March 31, 1961. In the Scottish traffic area it is recorded that the number of 12-seater vehicles has now risen to 255, although a high proportion are used for private party work.

The introduction of the small passenger vehicle has been generally regarded as unwelcome by the established stage service operator employing the larger and more standard type of passenger vehicles. This is because the small vehicles are considered to provide added competition for that type of work which has enabled the established operator to maintain unremunerative stage services such as exist in many of the rural areas.

Another aspect which would appear to introduce an element of unfair competition—and at the same time unrealistic costing—is the part-time operation of these smaller vehicles in conjunction with other work.

Where such joint interests do exist, it is only too easy to overlook the hidden subsidy which one section of a business is providing for another. A frequent example occurs when a public garage is also responsible for the operation of the local bus service.

Even where the possibility of such a hidden subsidy was realized, more detailed costing than is normally available in such circumstances would be

(Continued on page 551)



Capacity of the bulk-flour tank mounted on this E.R.F. eight-wheeler is 15 tons. It was built by Carmichael and Sons, Ltd., and discharge of the contents can be by air pressure or tipping.

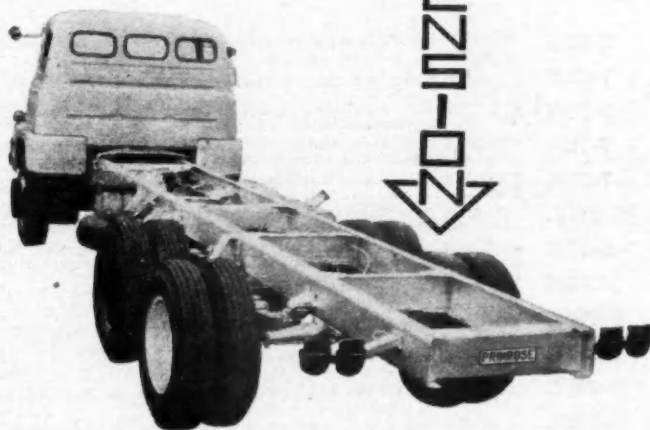
Primrose THIRD AXLE

WITH BALANCE-BEAM

Produced by the country's most advanced Third Axle manufacturer, the new, improved PRIMROSE Balance-Beam suspension system provides increased carrying capacity with harder wearing parts and is available for application to most vehicles in the medium and heavy classes.

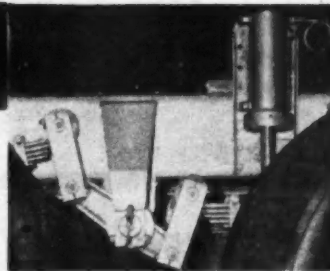
Included among the many new features are cast-iron bushes and chrome finished main pivot pins to give huge, hardwearing thrust and bearing areas.

Based on the conventional principle of rocker-beam transference of loadings, this assembly is straightforward — with no complicated and cumbersome equipment to increase the vehicle's unladen weight.



Primrose TRANS-LOAD

After numerous requests from 6 x 2 vehicle operators, PRIMROSE designed and produced the easy to install and simple to operate TRANS-LOAD assembly. Now, after months of testing under operating conditions, this equipment is offered as a boon to all users of 6 x 2 commercial vehicles.



Balance-Beam unit with Trans-Load ram extended in operating position.

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7-TON	COMMER 1959; L.W.B. Dropside Truck; T.S.3; 900 x 20 Tyres; Air Brakes; Etc. Seen Birmingham	£750
7-TON	BEDFORD 1959; Fixed Sides 7 Cubic Yard Tipper; 300 Bedford Diesel Engine Unit; Repainted; Ready for Work. Seen Birmingham	£730
7-TON	COMMER 1960; Rootes Diesel 18 ft. Dropside Lorry; Helper Springs Heater; Flashers; 900 x 20 Tyres; 40 Gallon Tank; Excellent Condition. Seen Manchester	£1,050
7-TON	COMMER 1958; Rootes Diesel Dropside; 900 x 20 Tyre Equipment; Excellent Condition. Seen Manchester	£695
15-CWT.	COMMER 1961; Hinged Door Diesel Van with Extra Side Door; Heater; 3 Seats; Bumpers; 6,000 Miles; Painted White; Excellent Condition; Taxed. Seen Manchester	£575
5-TON	COMMER 1950; F.C. Chrome Bore Petrol; 15 ft. 6 in. Dropside Body; Excellent Condition; One "C" Licence Owner; Ideal for Coal or Farmer; Etc. Seen Manchester	£100
5-TON	DODGE 1956; Tipper; Diesel. Seen Maidstone	£450
8-CWT.	COMMER 1959; E.D.V.; Petrol. Seen Maidstone	£295
7-CWT.	COMMER 1957; Cob; Petrol. Seen Maidstone	£175
10-CWT.	AUSTIN 1956; A40 Van; Painted Blue; Moderate Mileage. Seen Canterbury	£115
8-CWT.	COMMER 1960; Express Delivery Van; Painted Grey. Seen Canterbury	£336
5-CWT.	THAMES 1955; Van; Painted Blue. Seen Canterbury	£95
7-TON	BEDFORD 1958; Platform Truck; Blue and Green; Diesel Engine; 2 Speed Axle; Good Condition Seen Rochester	£590
	KARRIER 1958; Bantam Pantechnicon; Beige; Petrol Engine; One Owner. Seen Rochester	£550
3-TON	COMMER 1960; F.C. Dropside Truck; Blue; One Owner; Excellent Condition; 4,000 Miles. Seen Rochester	£499
	AUSTIN 1955; A30 Van; Green; Heater; Rear Seat. Seen Rochester	£225

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Continued from page 550

required before it was possible to segregate the true costs between one section of the business and another. But in many cases, such possibilities are not realized, as is frequently revealed by the alleged cost of operation of particular services in some rural areas.

Thus, where a public garage runs the local bus service, staff may alternate their work as between driving and maintenance duties. In such circumstances, even with the best intentions, one duty must have priority to the detriment of the other. Where a public service is operated to a timetable, then obviously maintenance work must take second place. If the operator happened to be in the fortunate position of holding a monopoly in public garage work in the area there would be no apparent disadvantage—except to his customers—as a result of the divided loyalty to their duties enforced on the staff. In that event the garage customer would be, probably unknowingly, providing a subsidy to the bus service.

Similarly, it is more than likely that the bare costs of materials and labour only would be charged to bus operation for the frequent repairs which the probable operation of old vehicles would require. Once again, the garage customer by indirectly having to meet the whole of the overhead costs of the garage would be subsidizing bus operation. It therefore follows that any costings purporting to include the whole of the expenditure on such bus operation must be highly suspect, and on more careful scrutiny could prove to be invalid. More especially would this be so if continuity of service were recognized as a prerequisite, as, in fact, it should be, where a public service is under consideration.

WITH these factors in mind the following costs of operating a 14-seater 600 miles per week are given as an indication of the likely expenditure to be incurred. Because this type of vehicle has a comparatively limited market, a difficulty arises at the outset in determining what might be considered an average initial outlay for it, as compared with a 7-ton goods vehicle for which prices fall within a comparatively small range. For this example it will be assumed that this 14-seater bus costs £1,090. As it is intended that the vehicle shall operate as a stage carriage, four licence duties or fees will be involved, namely the hackney carriage duty, p.s.v. licence fee, road service licence fee and certificate of fitness fee. With suitable apportionment the equivalent licence cost per week would be 7s. 11d.

As no statutory wage for drivers and conductors of passenger vehicles covering the whole country exists, an average figure will have to be taken. It will, of course, be assumed that with such a small vehicle the driver will also act as conductor for which an addition of 15 per cent. on his basic wage will be made. Allowance is also made for the employer's contributions to the new Graduated Pension and National Insurance, as well as voluntary liability insurance. Adjustment is also made to permit two weeks' holiday with pay for the driver. The total expenditure by the employer in respect of wages for a standard working week would then be £12 14s. 6d.

Rent and rates in respect of garaging the vehicle are assessed at 14s. 1d., whilst insurance is reckoned to cost the equivalent of £1 14s. 7d. per week.

Interest charged at a nominal rate of five per cent. on the initial outlay of £1,090 would add the equivalent of £1 1s. 10d., thus giving a total for these five items of standing costs of £16 12s. 11d. per week. When 600 miles per week are averaged the corresponding standing cost per mile would be 6.66d.

Dealing now with running costs, it will be assumed that



Latest addition to the fleet of Horsley, Smith and Co., is this Leyland Comet CS3.5R 8-ft. 1-in. wheelbase tractor unit and Hands (Letchworth), Ltd., 12-ton semi-trailer. The semi-trailer platform can be extended from 23-ft. long to 33 ft.

petrol is purchased in bulk at 4s. 1d. per gallon and that a rate of consumption of 14 m.p.g. is maintained. The resulting fuel cost per mile is therefore 3.50d. Lubricants are reckoned to add 0.18d. per mile. With a set of tyres costing £50 and an assumed mileage life of 30,000, the tyre cost per mile would amount to 0.40d. Maintenance is assessed at 2.00d. per mile, inclusive of washing, servicing and major repairs.

Depreciation is calculated to cost the equivalent of 1.49d. per mile. This is obtained by first deducting the equivalent cost of the initial set of tyres from the price of the vehicle, followed by a further deduction for the residual value, here estimated at 10 per cent. of the initial cost. A vehicle mileage life of 150,000 is assumed, which on the basis of the chosen weekly average of 600 miles, would be the equivalent of a life of five years.

The total for these five running costs would then be 7.57d. per mile. When added to the standing cost of 6.66d., this gives a total operating cost of 14.23d. per mile.

The corresponding running costs per week, when averaging 600 miles, would be: Fuel £8 15s., lubricants 9s., tyres £1, maintenance £5 and depreciation £3 14s. 6d.; total £18 18s. 6d. Added to the weekly standing cost of £16 12s. 11d., the total cost of operating this 14-seater 600 miles per week becomes £35 11s. 5d.

The corresponding amounts for these 10 items of operating costs for a year would be: standing costs—licences £19 15s. 10d., wages £636 5s., rent and rates £35 4s. 2d., insurance £86 9s. 2d., interest £54 11s. 8d.; total £832 5s. 10d. The running costs would be—fuel £437 10s., lubricants £22 10s., tyres £50, maintenance £250, depreciation £186 5s. total £946 5s., giving a total operating cost for the year of £1,778 10s. 10d.

OVER five years working—the estimated operating life of the vehicle—the total standing costs of the vehicle would amount to £4,161 9s. 2d. and running costs £4,731 5s. giving a total operating cost of £8,892 14s. 2d. Relative to this latter figure it is pertinent to note that the initial outlay of £1,090 represents barely nine per cent. of the combined expenditure on outlay and subsequent operation, namely £9,983. Additionally, it will be noted that, of the total cost of operation, wages—even at the basic rate—account for 35.77 per cent. of the expenditure and fuel 24.58 per cent.

The whole of the costs so far given relate solely to the operation of an individual vehicle and do not include any addition in respect of overhead costs. It is unfortunately only too common in the road transport industry, particularly amongst smaller operators, for general administrative work to be done possibly in the evenings or at week-ends without adequate, or even, in many cases, any remuneration. Although this work in respect of a small operator may seem to be relatively limited, expenditure on the several items involved can be substantial. Such items could be grouped under management, office expenditure, advertising and publicity, all of which would be essential for the passenger operator.—S.B.

In the Commons Last Week

Widely Varying Topics of Transport Interest

FROM OUR PARLIAMENTARY CORRESPONDENT

SECURITY OF VEHICLES

THE great risks which had to be run by commercial vehicle operators who could not obtain adequate insurance cover against the theft of the goods they carried were emphasized in the Commons last week by Mr. Eric Johnson (Cons., Blackley).

After-dark cover was excluded within 15 miles of Charing Cross, unless vehicles were in a locked garage or in a park with an attendant constantly on duty, he told Mr. David Renton, Minister of State at the Home Office. There was simply not a sufficient supply of such places, he pointed out, and the result was that, with inadequate cover, one severe loss would drive a haulier out of business altogether.

In view of the large number of thefts, what steps did the Minister propose to take to deal with the matter, asked Mr. Johnson.

Mr. Renton replied that it was primarily the responsibility of the owner to protect his vehicle against theft, but the Metropolitan Police Commissioner, in consultation with representatives of the operators, was paying special attention to this problem.

The police generally were very ready to advise owners about precautions which could be taken, added the Minister. Any question of insurance was between the insurance company and the owner.

As far as the security of vehicles depended on more off-street parking, he invited Mr. Johnson's attention to the increased opportunities which Mr. Marples, the Transport Minister, with the local authorities, was providing.

OVERNIGHT STREET PARKING

THE campaign by London M.P.s to obtain a ban on overnight parking of heavy lorries in residential districts of the capital was resumed, with a claim that this practice increased fire risks.

This point was put forward by Mr. Eric Fletcher (Lab., Islington East), who pointed out that the parking impeded the movement of fire engines. What steps was the Home Secretary taking in the matter, he asked.

Mr. Renton recalled that the Minister of Transport had appointed a working party to study the problem of street parking by commercial vehicles, and he added that the investigators had been asked to consider the fire risk.

The Metropolitan Commissioner of Police, who was represented on the working party, assured him that the police, as far as their other commitments allowed, took what action they could to maintain free passage for other vehicles, said Mr. Renton.

844

TRAINING TRAFFIC ENGINEERS

MR. ERNEST MARPLES, the Transport Minister, announced that he is to have further discussions with local authorities about their making the fullest use of the facilities available in universities and technical colleges for training traffic engineers. He recalled that last December his department sent to all local highway authorities a memorandum giving advice on the contribution which traffic engineers could make to the smooth flow of traffic. The document had also suggested the need for the authorities to have staff trained in traffic engineering.

BRAKE EFFICIENCY REQUIREMENTS

THE Minister of Transport is also reviewing the law governing the effectiveness of brakes to see whether it needs to be strengthened. He announced this in the Commons last week after Commander J. S. Kerans (Cons., Hartlepool) had called for an increase in the statutory requirements regarding tests of brakes on lorries and similar vehicles.

OVERLOADED ROADS

THE frustration created among car drivers who were compelled to do "the creep" behind the modern "desert caravans" of slow-moving lorries was one of the major factors in creating serious road accidents, said Mr. Harry Gourlay (Lab., Kirkcaldy).

He urged that quick measures should be taken to speed up the flow of traffic between Fife and Glasgow, and made a special plea for work to start on the Bonnybridge and Larbert by-pass.

It was hoped to authorize a start on the by-pass in about two years' time, replied Mr. John MacLay, Secretary of State for Scotland. The necessary trunk road Order had been made. He was aware, from very personal experience in recent weeks, of the problems of this section of road, but it must take its place among other priorities.

Answering Mr. Hector Hughes (Lab.,

Aberdeen North), the Minister said that, for the present, priority in large-scale road improvements in Scotland had to be given to the routes in the centre and south which carried the heaviest volume of industrial traffic.

INDIVISIBLE LOADS

DURING the 12 months ending September 30, traffic patrols of the Metropolitan Police provided 2,198 escorts for abnormal indivisible loads. Giving this information in the Commons last week, Mr. Renton added that these escorts required 18,060 hours of police duty.

Mr. Simon Wingfield Digby (Cons., Dorset West), who had asked for the figures, wondered whether there was a danger that the provision of this free service might encourage these loads to go by road when they could go by rail. He asked Mr. Renton to at least ensure that the police saw that these loads were moved at a convenient time and place, so as not to cause unnecessary congestion.

It was impossible to say whether these services did encourage goods to go by road, replied Mr. Renton. At any event, it was for the user of the transport to decide that. The work of the police in this matter, for which the public at large paid, was of great benefit to road users.

Mr. Ernest Popplewell (Lab., Newcastle West) claimed that these very difficult loads caused considerable inconvenience to other road users. The Home Office should give very serious attention to the matter, with a view to assisting in guiding these loads on to a different form of transport which would not interfere to the same degree with the ordinary convenience of the general public.

The police did give advice, retorted Mr. Renton. They tried to avoid obstruction as much as they possibly could, and gave a great deal of thought to the matter.

"It is remarkable what large loads have to be carried which mostly can only go by road, and, bearing in mind the assistance given by the police, it is remarkable how little obstruction they cause," he added.

Trailer Suspension Systems

POINTS which have arisen since its original preparation in December, 1959, were included in the paper—"Unusual Types of Trailer Suspension including Air Suspension"—which Mr. J. L. B. Crane, director of Cranes (Dereham), Ltd., presented to the Institute of Road Transport Engineers in London yesterday. The paper had been read previously at three provincial centres and was published in the Institute Journal and Proceedings in December, 1960.

Additional points included the reference to developments in the use of hydraulic suspension on trailers with small-diameter tyres.

Mr. Crane said a possibility for the future was a combination of steel spring and air suspension. This would make less demand on the air supply and the different frequencies of the two systems would tend to damp each other out. He also said that air suspension seems to be fitting into its particular niche.

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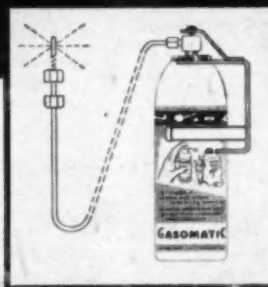
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FULL range of new BEDFORDS from stock.

1956 BEDFORD 5-ton truck, grey and black, radio, immaculate, £295.

1960 BEDFORD 5-ton TK diesel truck, one owner, low mileage, £495.

1960 BEDFORD 7-ton extra long diesel truck, 2-speed rear axle, £925.

1959 BEDFORD 7-ton diesel truck, 14,000 miles only, 2-speed rear axle, £895.

1957 BEDFORD 7-ton Comet engine truck, repainted red, £575.

1955 BEDFORD 7-ton Comet engine, alloy platform body, £375.

1952 BEDFORD 7-ton Comet engine, alloy platform body, £225.

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EAGLE MOTORS (FARINGDON), LTD.,

STATION ROAD.

FARINGDON, BERKS.

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1958 Model BEDFORD-LEYLAND diesel 7-ton long-wheelbase, fitted 21-ft. container cattle body, £975.

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1955 BEDFORD 5-ton platform diesel lorry, £285.

1955 BEDFORD 7-ton drop-side diesel truck, £225.

1954 BEDFORD 7-ton drop-side diesel truck, £225.

1954 BEDFORD 7-ton diesel platform lorry, £225.

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PARSONS AND PARSONS (GARAGES), LTD.,

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NEW OR USED BEDFORD.

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

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NEW BEDFORD 10-cwt. J.O.P. pick-up.

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NEW BEDFORD 74-ton 167-in. wheelbase forward-control chassis-cab, 350 diesel, 5-speed gearbox, double passenger seat.

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1960 BEDFORD Marshall utility Busette CAS, £475.

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1959 BEDFORD 10-ton tractor unit, diesel, £795.

1955-57 BEDFORD 15-cwt. CA vans, from £195; choice of four.

1956 BEDFORD 30-cwt. Spurling van, £275.

PARSONS AND PARSONS (GARAGES), LTD.,

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Phone, Potter Street 121.

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1956 BEDFORD 7-ton diesel, artic. unit, £185. Phone, Ewell 2382.

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SPURLING MOTORS (CITY), offer:—

1960 BEDFORD TK, 7-ton truck.

1959 BEDFORD 5-ton diesel covered truck.

1959 BEDFORD 12-seater Workobus.

1958 BEDFORD 7-ton S-type, Leyland engine, 14-ft. alloy platform body.

1958 BEDFORD 7-ton long-wheelbase diesel truck.

SPURLING MOTORS (CITY), 176-179 Shoreditch High St., London, E.1. Shoreditch 8433.

935-412

1957 S-type 7-ton long-wheelbase, Comet engine, £495.

1956 S-type 7-ton long-wheelbase platform, R6 engine, £195.

1955 S-type 7-ton petrol, drop sides, £175.

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E. J. BAKER AND CO. (DORKING), LTD.,

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1959 BEDFORD tipper, 300-cu.-in. engine, 6-yd. drop-side steel body, 9.00 x 20 tyres, good condition, £725.

1956 BEDFORD 35-cwt. van, petrol engine, very good condition, £235.

55-61 LONDON STREET.

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Used Goods Vehicles (contd.)

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BOXVANS, Luton vans, pantechonics, tippers, trucks and articulated vehicles, special bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendations we rely on you.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab.

NEW BEDFORD TK 74-ton short-wheelbase tipper.

NEW BEDFORD 10-12-ton and 15-cwt. short- and long-wheelbase vans, petrol and diesel.

1954 BEDFORD 7-ton truck, petrol, choice of two, £125 each.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-ft. body, £660.

1957 BEDFORD 2-3-ton truck, petrol, £295.

1961, September, BEDFORD 7-ton diesel truck, painted blue, under 500 miles, £150 under list price.

PART-EXCHANGES? Certainly! Hire-purchase terms

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SPURLING MOTOR BODIES, LTD.,

"THE NAME BEHIND THE SALE."

BEDFORD MAIN DEALERS.

1955 BEDFORD CA builder's truck.

1959 BEDFORD CA Luton van.

1955 BEDFORD 35-cwt. all-metal van.

1956 BEDFORD 5-ton long-wheelbase truck, petrol.

1956 BEDFORD 5-ton long-wheelbase truck, diesel.

1956 BEDFORD 5-ton long-wheelbase diesel tippers, Anthony hosts and 5-cu.-yd. steel bodies, clean condition, choice of two.

1956 BEDFORD S-type 7-ton 300-cu.-in. diesel flat-platform truck.

1959 BEDFORD-SCAMMELL 8-ton S-type diesel tractor unit, one owner; choice of two.

1960 BEDFORD J-type 7-ton diesel Telchist tippers, 2-speed rear axles, 6-cu.-yd. bodies, low mileage; choice of two.

1959 BEDFORD 10-ton S-type diesel tractor unit, 2-speed axle, S.A.E. coupling, complete with Carrimore 24-ft. step frame, sided trailer.

NEW BEDFORD JO pick-ups, complete with tilt.

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THE HYDE.

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1959 BEDFORD J-type tipper, with extension sides, 2-speed axle, choice of eight.

CENTRAL GARAGE (UPPINGHAM), LTD., Ayton Rd., Uppingham, Rutland. Phone, Uppingham 3296-7-8.

935-70

1958 BEDFORD short-wheelbase tipper, 2-speed axle, all-steel body, 9.00 x 20 tyres.

1958 BEDFORD short-wheelbase tipper, single-speed axle, steel body, Leyland Comet engine.

1959 BEDFORD short-wheelbase tipper, single-speed axle, all-steel body.

SPARES for Bedfords, Seddon, Fodens, P6 engines.

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1956 BEDFORD 5-ton boxvan, diesel, 850 cu. ft., one owner, under 3 tons.

1957 November, BEDFORD 3-ton truck, petrol, 17,000 miles only, licensed, one owner, immaculate.

1957 BEDFORD 6-ton truck, diesel, light-alloy body, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

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Used Goods Vehicles (contd.)

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BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in. and 102-in. wheelbase diesel vans ex-stock.
NEW BEDFORD 15-cwt. 102-in. wheelbase and 90-in. wheelbase petrol vans, immediate delivery.
NEW BEDFORD 7-ton forward-control 120-in. wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957-59 BEDFORD CA vans, good condition, from £150.
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CAPITAL MOTOR CO. LTD., Remington St., City Rd., London, N.1. 935-152

BEDFORD 1960 S-type tipper, Leyland Comet engine, 20,000 miles, 9.00 x 20 tyres, very clean vehicle, £725. Coppermill 4777 and 4713. 935-143

1957 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 935-139

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 935-110

1959 BEDFORD medium-wheelbase steel body tipper, 2-speed axle, clean, £435. Bedford D-type, 1957, 6-ton short-wheelbase tipper, normal control, Bedford diesel engine, £225. Bedford-Scammell with small low-load trailer, suitable for small roller or other light machinery. Rhodes, Cardale Garage, 299 Carlton Rd., Nottingham 52034. 935-08650

1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £395.

NEW BEDFORDS: 35-cwt. chassis-cab, diesel; TK 167-in. diesel drop-side truck; TK 151-in. diesel tipper.

BARTON MOTORS (PRESTON), LTD., Preston. 935-229

L. A. RICH OFFERS:-

QL BEDFORD 4 x 4, unregistered, low mileage (choice of 100, price £110 each.
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CHERRY HINTON,
CAMBRIDGE.
Phone 47597. 935-539

CAPITAL MOTOR CO. LTD.

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HORNSEY, N.8.
Phone, Moss 3451.

BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

1954 BEDFORD 35-cwt. Spurling van, in very good order, fitted with heater and Al set of tyres, £250.

1957 7-ton BEDFORD forward-control platform lorry with Bedford 300 diesel, good tyres, repainted and in ready-to-work order, £495.

1959 BEDFORD Utilabake, in red-ivory, excellent condition, £395.

NEW TK and J BEDFORDS also in stock. Phone, Mountview 3451. 935-330

1957 S-type, good cab and rear axle assembly, £75.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 935-251

BEDFORD 7-ton, long wheelbase, £650 o.n.o. 935-272

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 935-272

1958 December, BEDFORD J-type Scammell tractor unit, 2-speed axle, £450.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 935-514

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-5. 935-384

1956 BEDFORD 5-ton boxvan, 650 cu. ft., three-way loading body, carefully used, ex C-licence, £325.

1956 BEDFORD 5-ton short-wheelbase tipper, £100. Road North, Birmingham, 6. Ast 3467. 935-382

EASTWOODS COMMERCIAL MOTORS, 27 Aston Road North, Birmingham, 6. Ast 3467. 935-382

FOR sale, 1958 BEDFORD 6-wheeler flat, Boys conversion, Bedford 2-speed axle with Leyland engine, immaculate, £500 to clear. Apply, Morris Bros., Swansea. Phone 50100. 935-459

1955 BEDFORD 10-ton diesel tractor unit, coupled to 10-ton knock-out trailer, £495. Kin 3119. 935-458

GORDON GARAGE (LEYTON), LTD.

BRAND-NEW BEDFORD Workobus and Utilabakes.

BEDFORD 7-ton TK with Leyland engine, available immediately.

209-219 LEA BRIDGE RD., Leyton, E.10. Phone, Leyton 8232. 935-456

1961 BEDFORD TK 4-ton diesel Luton van, 9,000 miles, 23 m.p.g., used only for packet cake distribution, immaculate, cost new £1,400; reasonable offer accepted. Bristol 47927. 935-48795

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BEDFORDS wanted.

BEDFORDS wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 935-461

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Greenwich 2033-4. 222-894

BEDFORD CAV pick-up trucks, in good condition. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 935-6524

BEDFORD A-type short-wheelbase and long-wheelbase petrol and diesel trucks required, in good running condition. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 935-6528

BEDFORD short-wheelbase tipper, J-type, 1959 or 1960. Ashman, Oldbury Rd., Blackheath, Birmingham, B14 1267. 935-6572

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1960 B.M.C. diesel 6-wheel platform lorry, 21-ft. body, York extension, in first-class order, £850.

1958 B.M.C. diesel long-wheelbase truck, 23-ft. platform body, in excellent running order, £475.

1959 B.M.C. diesel tractor unit, S.A.E. coupling, 2-speed axle, in excellent running order, £450.

ALSO other good B.M.C. vehicles.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-282P

1958 B.M.C. 7-tonner, long wheelbase, £600 o.n.o.

1957 B.M.C. 5-tonner, long wheelbase, £500 o.n.o.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 935-271

1960 B.M.C. 7-ton 8-yd. steel body, Telehoist tipping gear, bargain, £650.

1956 B.M.C. normal-control vehicle, extension chassis, 17-ft. 6-in. drop-side body, new diesel 5.1 engine fitted, £335.

EASTWOODS COMMERCIAL MOTORS, 27 Aston Road North, Birmingham, 6. Ast 3467. 935-379

1960 B.M.C. steel body drop-side tipper, £500.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 935-511

COMMER

1953 COMMER QX, light-alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Amthill, Bedford. Amthill 3255. 222-906

15-CWT. forward-control van, foam grey, sliding doors, heater, very clean condition, registered March, 1960, £375. Brew Bros., 133 Old Brompton Rd., S.W.7. 935-11

COMMER 7-ton long-wheelbase 1959 TS3 diesel U-shaped tipper, good condition, £525.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 935-205

1960 TS3 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567. 935-178

COMMER 1956 TS3, articulated, 2-speed axle, 26-ft. 14-ton trailer, fifth pin coupling, treble dropped sides, one C-licensed owner, excellent condition, £695. Would separate. Phone, Lar 5337. 935-344

1957 COMMER TS3 diesel 7-ton 7-yd. drop-side tipper, £295. Edgware 2555. 935-339

1959 COMMER 15-cwt. Superpoise diesel van, £285. Edgware 2555. 935-343

COX'S MOTORS (HILL TOP), LTD.

1960 COMMER TS3 short-wheelbase tipper, steel body, air brakes and 5-speed gearbox, excellent condition, £950.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP,
WEST BROMWICH.
Phone, Wednesbury 0470, 1047. 935-351

COMMER, 1958 30-cwt. bulk capacity van.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 12. Vic 6040, evenings Northern 8744. 935-348

1959, October, COMMER QX 5-ton chassis and cab, Perkins Rd. clean and sound, 40,000 only, £595. Hattons (Burnley), Ltd., 172 St. James's St., Burnley. Phone 7535. 935-48781

COMMER 1955 TS3 articulated unit complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER 1956 TS3 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2 ft. 8 in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 TS3 7-ton platform trucks, fitted with 18-ft. wooden bodies, good general condition, choice of two.

MAYFAIR GARAGE, Colehill Rd., Fareley, Tamworth. Phone, Tam 3396. 935-481

DENNIS

1951 DENNIS artic. unit, fitted Scammell coupling, Perkins P6 engine, in good order throughout.

CENTRAL GARAGE (UPPINGHAM), LTD., Ayrton Rd., Uppingham, Rutland. Phone, Uppingham 3296-7-8. 935-71

1954 DENNIS Stork (diesel), 1,000-cu.-ft. all-alloy boxvan body, excellent condition, £225.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 935-1111

DODGE

1958 DODGE 154AR6 6-wheeler (Boys), 14-cu.-yd. wooden body, £695. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 935-126

Used Goods Vehicles (contd.)

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL-BEDFORD MAIN DEALER,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1957 DODGE 7-ton diesel long-wheelbase twin-ram axle, high extension side body, Eaton 2-speed axle, a most attractive vehicle, good tyres, £595. Facilities can be arranged for selected clients. 935-299

1961 DODGE artic., 4,000 miles, all extras. Leytonstone 4900. 935-406

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ALWAYS NEW MODELS AND USED VEHICLES IN STOCK

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1960 DODGE 6-wheeler tipper, Leyland engine, 2-speed axle, power steering, with alloy drop-side body, in excellent order, £1,500.

1960 DODGE artic. unit, Leyland engine, 5-speed box 2-speed axle, S.A.E. coupling, in excellent order, £950; trailers available if required.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-288

1960, October, DODGE 6-wheeler long-wheelbase coal tipper, Boys conversion, 18,800 Eaton axle, Leyland 175 engine, power steering, £1,675.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 935-352

E.R.F.

E.R.F. 1958 8-wheeler tipper, new fixed steel body, Phone, Stoke 47047. 935-6337

E.R.F. 20-ton low-loader, knock-out axle, £850.

Walter Walker (Exchequer), Ltd., 248 The Common, Ecclefield, near Sheffield. Phone 3667. 935-233

FODEN

FODEN FG 26-cu.-yd. tipper, 50% H.P. available, £1,300. Phone, Guildford 60214 or Normandy 2274. 936-652

AVAILABLE now, 1956 FODEN 8-wheeler tippers with Gardner 6LW or Foden 2-stroke engines, 12-speed gearboxes, 13-cu.-yd. alloy bodies, Pilot twin-ram tipping gear; choice of 10, all in excellent condition. Can be viewed by appointment. Phone, Hovingham Gravel, Ltd., Lowdham 3171. 935-107

1955, November, FODEN 6-wheeler, double drive, 6LW Gardner engine, 24-ft. flat body, good tyres, mechanically sound. Bagley and Co., Ltd., Knottingley. Phone, Knottingley, Yorks, 2601. 936-6005

1958 FODEN 8-wheeler platform lorry, 25-ft. body, appearance almost as new, £1,750.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-290

FODEN 6- and 8-wheelers with Gardner 6LW engines, flats and tippers. Also breaking Foden and E.R.F. Engines and gearboxes and all spares available. E.R.F. and Foden tractor units, 6LW engines. Price and particulars, Vines, Hardwicke, Gloucester. 937-8789

1953 FODEN eight-wheeler with 6LW Gardner engine, 24-ft. platform, repainted and well shod, mechanically sound, £675. Messrs. Frew and Co., Ltd., Riggs Rd. Perth 1400. 935-474

FORD THAMES AND FORDSON

1961 7-ton long-wheelbase Trader truck, mileage 7,774, 9,000 tyres, extras, owner driven, genuine, £1,150 o.n.o. (lines only reason for sale. Denon's of Chelmsford. Phone 4272. 935-6567

TWO 7-ton THAMES Traders, one 1959 model, other 1960; low mileage, going cheap. Write Box CM355, care of "The Commercial Motor". 935-1111

HUNTER VEHICLES, LTD.

CROWN WORKS,
290 SOUTHURY ROAD,
ENFIELD.

1957 Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184 OR 3862. 935-179

A35

Used Goods Vehicles (contd.)

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1960 Thames 2-ton Trader truck, one owner, 10,000 miles, spare unused, absolutely as new, £460.

PART-EXCHANGES AND TERMS.

BEACON MOTORS, LTD.

ASTON ROAD,

ASTON,

BIRMINGHAM, 6.

Phone, Aston Crow 5841.

935-262

1956 FORDSON 4D 2-ton special coachbuilt body, translucent roof, new paintwork, £350. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226.

FORD THAMES Trader 1959 short-wheelbase 7-ton 6D diesel tipper, steel body, 9.00 x 20 tyres, rebuilt and repainted, as new condition, any sensible offer accepted to clear.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2.

1961 Trader 75 7-ton platform, very clean vehicle, £825. Coppermill 4777 and 4713.

1957 FORD 4D normal-control 4.5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £180.

Below 1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695. Barne 1066, 9 a.m. to 6 p.m.

1957 THAMES 4D diesel, Balco extended chassis, 18-ft. double-drop-sided truck, £295.

OAKTHORPE MOTORS CO., North Circular Rd., N.13. Fox Lane 0161.

1958 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £575.

1959 FORD Trader 6D 7-ton drop-side truck, first-class condition.

1957 FORD 6D 5-ton platform truck, good condition, £400.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9.

1960 FORD Trader, 7-ton short-wheelbase tipper, Edbro end gear, good 9.00 x 20 tyres, clean, £525. Rhodes, Cardale Garage, 269 Carlton Rd., Nottingham 52034.

1959 FORD 6-cu.-yd. tipper, £500 o.n.o.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7.

TWO 1959 7-ton Traders, 6-yd. and 8-yd. steel bodies, Anthony hoist, reconditioned engine just fitted, 9-yd., £550 and £600. Thos. Moloney, 7 Northfield Avenue, N.17.

FORD 4D 1955 long-wheelbase truck, £150.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 12. Vic 6040; evenings Northern 8744.

1960 FORD Trader 7-ton diesel long-wheelbase platform truck, drop side, £675.

1959 FORD Trader 7-ton diesel long-wheelbase platform truck, £525.

1958 FORD Trader diesel 4-ton platform truck, £290.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382.

1958 LEYLAND 6-cu.-yd. tipper, £500 o.n.o.

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for immediate delivery, £1,175.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery from stock, £1,195.

1957 Thames Trader 5-ton drop-side truck, fitted 6D diesel engine, in excellent condition, £275.

1957 Thames Trader, 5-ton chassis, 6D diesel engine, fitted with absolutely brand-new 1,250-cu.-ft. Luton body, in primer, £725.

Let us quote you for your special body requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4.

935-413

1957 Trader 6D 5-ton short-wheelbase 5-yd. steel body tipper, ex Clifence, £325.

1960 Trader 7-ton Anthony hoist, 7-yd. drop-side steel body tipper, 9.00 x 20 tyres, 22,000 miles only, ex Clifence, £650.

1957 FORD 4D 1,000-cu.-ft. Luton van with extra side loading door, ex Clifence, £385.

1957 EASTWOOD COMMERCIAL MOTORS, 27 Aston Road North, Birmingham, 6. Ast 3467.

935-381

GATES OF WOODFORD.

FORD MAIN DEALERS.

CHIGWELL ROAD,

WOODFORD GREEN.

Wanstead 6633.

1960 Thames Trader 6 by 4 platform, power steering and air brakes, £1,800.

1960 Thames Trader, articulated unit, fifth wheel, £650.

1960 Thames Trader, 7-ton 7-cu.-yd. Edbro tipper, £850.

1959 Thames Trader, articulated unit, Brookhouse automatic, £750.

1958 Thames Trader, 7-ton platform, £620.

1958 Thames Trader, 5-ton 5-cu.-yd. Anthony tipper, £670.

1958 Thames Trader 5-ton 4D drop truck, £400.

1958 Thames Trader 7-ton drop-side truck, £500.

1957 Thames Trader 5-ton 6D platform, £375.

935-471

TRADER 7-ton long-wheelbase truck, list price, Broadway Service Station, Wickford. Phone 2155.

935-433

A36

Used Goods Vehicles (contd.)

TEN 5-ton THAMES Traders with Anthony Hoist tipping gear, good mechanical condition, reasonable price. Murphy Motors (Clapton), Ltd., 137 Lower Clapton Rd., E.3. Amherst 8921 and Amherst 3693.

FORD Thames Trader, 1957, 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 7-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.

FORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in.-long wooden body with 2-ft. double-height drop sides, good general condition and ready for immediate work.

FORD Trader 1959 articulated unit, fitted with Scammell couplings and 25-ft. drop-side trailer, in very good condition.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone 3396.

1959 FORD THAMES Trader, 4D engine, flat platform, clean and sound, 22,000 miles only, £495.

HATTONS (Burnley), Ltd., 172 St. James's St., Burnley. Phone 7535.

1959 FORD Trader long-wheelbase tipper, fixed sides, £425.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2.

FORD 1958 5-ton long-wheelbase Trader truck, 6D £325. Leytonstone 4900.

Ford Thames and Fordson Wanted

WANTED. Used Thames 4D vans, trucks and Lutons, 1957-60, Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7.

WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

1957-58 GUY

1961 GUY Invincible 8-wheeler, 6LK engine, almost as new, very small mileage.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

1958 GUY Warrior, Meadows engine, Eion two-speed axle 24-ft. platform, £850 o.n.o.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2.

1952 KARRIER low-loading 5-ton truck, cheap.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262.

1959, October, 8-in. diesel, hard top, very clean, £495. Reigate 2263.

LAND ROVER

1955 LEYLAND Comet forward-control platform truck, good condition, £475.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel). Clerkenwell 7456.

1954 LEYLAND Comet tractor unit with 6-cylinder diesel engine, available for inspection. Inquiries or offers to be addressed to Mr. N. E. Grover, Purchasing Dept., Crompton Parkinson (Chelmsford), Ltd., Chelmsford, Essex.

1955 Comet forward-control, 2-speed axle, 20-ft. platform, £495.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Bawtry 362, 456, 457.

1953 LEYLAND Octopus 8-wheeler, 600 engine, double drive, air brakes, 25-ft. double-drop-sided truck body, excellent condition throughout.

SHENTON MOTORS (LONDON), LTD., 706 Old Kent Rd., S.E.15. New Cross 3655.

BIRD'S COMMERCIAL MOTORS, LTD.

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ONE LEYLAND Beaver tractor, 1953, complete with Dyson 25-ton trailer, 16-ft. in the well, first-class condition.

ONE LEYLAND Super Beaver tractor, 1961, complete with 25-ton Tasker trailer.

1953 LEYLAND Octopus, 600 engine, double drive, 24-ft. drop-side body.

JOHN PEPER (HANLEY), LTD., Piccadilly, Hanley, Stoke-on-Trent. Phone 22251.

NEW LEYLAND Beaver 14B-17R Power Plus tractor, with overdrive, heater, etc., £1,110. Part-exchange considered.

R.A.H. TRANSPORTERS, LTD., Valley Street North, Darlington.

1957 LEYLAND Beaver tractor 600, air brakes, good tyres, late 1955 excellent condition, £875.

J. CAMPBELL PARK, LTD., Bridge Garage, Childwall Valley Rd., Gateacre, Liverpool, 25. Phone, Gateacre 1331-2.

1957 LEYLAND Beaver diesel 8-10-ton platform lorry, £400. Norths, Pontefract Rd., Leeds, 10. Phone 76809.

1959 Octopus chassis frame, 7,000 miles, £95.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 6161.

1957 LEYLAND Comet 6-wheeler, £1,050.

1956 LEYLAND Comet, rebuilt, £1,250.

1953 LEYLAND Octopus, alloy coal body, £1,000.

1953 LEYLAND Octopus coal body, £1,000.

1954 LEYLAND Octopus alloy body, £1,100.

NEW LEYLANDS from stock.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7.

1955 TROJAN 1-ton van, P3 engine, £115. Edgware 2555.

Used Goods Vehicles (contd.)

1949 LEYLAND Beaver Steer, one owner, good condition, offers or exchange. Wynn Southampton Rd., Salisbury. Phone 2850.

1955, November, LEYLAND Comet 14-ft. drop-side tipper, hire-purchase arranged.

HILLS DIESELS, LTD., Port St., Manchester 1. 935-346

1954 LEYLAND Octopus with Leyland 600 engine, double drive, 24-ft. platform, well shod, repainted, in first-class condition, tipping gear available if required, £975. Frew and Co., Ltd., Riggs Rd., Perth 1400.

LEYLAND Comet, December, 1958, with 20-ft. platform body.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

LEYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, useful vehicle in good condition.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone, Tam 3396.

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2552.

OCTOBER, 1960, LEYLAND Octopus tipper, 24-cu.-yd. body, removal drop-side and pillars, perfect condition, as new. A. Rayton, Phone, Longton, Lancs, 2300.

1955-58

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PARADISE MOTORS, Geldard Rd., Birelat, Yorkshire. Phone, Morley 1029.

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1955 LEYLAND Comet forward-control platform truck, good condition, £475.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel). Clerkenwell 7456.

1954 LEYLAND Comet tractor unit with 6-cylinder diesel engine, available for inspection. Inquiries or offers to be addressed to Mr. N. E. Grover, Purchasing Dept., Crompton Parkinson (Chelmsford), Ltd., Chelmsford, Essex.

1955 Comet forward-control, 2-speed axle, 20-ft. platform, £495.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Bawtry 362, 456, 457.

1953 LEYLAND Octopus 8-wheeler, 600 engine, double drive, air brakes, 25-ft. double-drop-sided truck body, excellent condition throughout.

SHENTON MOTORS (LONDON), LTD., 706 Old Kent Rd., S.E.15. New Cross 3655.

SEDDON

1956 SEDDON long-wheelbase 6-7-ton 6-cylinder diesel flat-platform truck with headboard, coachbuilt cab, in good order throughout, £380.

1955 SEDDON long-wheelbase 6-7-ton 6-cylinder diesel flat-platform truck (first registered December, 1955), with headboard, coachbuilt cab, in good order throughout, £360.

A.P.P.L. Hartford Motors (Oxford), Ltd., Main Ford Dealers, West Way, Botley, Oxford. Phone, Oxford 59281, ext. 42 or 44.

1956 SEDDON Mark 14 5LW tipper, Pilot UT, ready for work, Smith's Garage, Canal St., Nottingham. Phone 55001.

1956 SEDDON, Gardner engine, long wheelbase, £550 o.n.o.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7.

1959 SEDDON tractor unit, Cummins engine, fifth-wheel coupling, air brakes.

1959 SEDDON tractor unit, 6LW, fifth-wheel coupling, air brakes.

1959 SEDDON tractor unit, R6 engine, Carrimore low-loading trailer.

OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201-4.

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1955 SENTINEL DV66M, medium 6-wheeler, alloy body, one owner, £550.

1954 SENTINEL DV46 light 6-wheeler, bulk tipper, £450.

1955 SENTINEL DV46 light 6-wheeler, flat body, £450.

1956 SENTINEL DV46 6-wheeler, flat alloy body, £400.

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1954 SENTINEL DV46 light 6-wheeler, bulk tipper, £450.

1955 SENTINEL DV46 light 6-wheeler, flat body, £450.

1956 SENTINEL DV46 6-wheeler, flat alloy body, £400.

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THORNYCROFT artic. with 26-ft. crane, 4-in.-line semi-trailer, first registered November, 1959. H.P. available, part-exchange considered, £1,400 o.n.o. Ingham. Fallow 1203.

1955 TROJAN 1-ton van, P3 engine, £115. Edgware 2555.

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UNCLASSIFIED THE MILLBURN ORGANIZATION, AUTHORIZED DEALERS, COMMERCIAL-VEHICLE SPECIALISTS. ALBION, LEYLAND, THAMES TRADER. IMMEDIATE DELIVERY.

NEW ALBION REETAN Reiver chassis and cab, 9.00 x 20 tyres, Leyland 400 engine, 6-speed gearbox, trailing axle.
NEW ALBION CH3AXL Chieftain chassis and cab, 9.00 x 20 tyres, 6-speed gearbox, heater, etc.
NEW ALBION VTI9AN (for bulk loads), specifications as above.
NEW Thames Trader 6D 7-ton chassis and cab, 9.00 x 20 tyres, other extras.
1960 AUSTIN B.M.C. 7-ton long-wheelbase, 18-ft. drop-side body, good order.
1959 ALBION Chieftain platform lorry, exceptional condition.
1959 August, LEYLAND Super Comet, long-wheelbase platform body, 2-speed axle, 5-speed box, excellent condition.
1958 ALBION FT37CL Chieftain, 6-speed gearbox, only needs seating.
1958 ALBION Cyclosole, 21-ft. platform body, good condition throughout, including tyres.
1958 BEDFORD, Leyland Comet engine, platform lorry, immaculate condition throughout.
1956 ALBION Reiver, 6-wheel double-drive axle, 21-ft. 6-in. platform body, as new, excellent condition.
1956 October, A.E.C. 9.6 Majestic, Twin Steer, 21-ft. body, air brakes, good order.
1956 AUSTIN B.M.C. 7-ton platform lorry, 2-speed axle, power steering, very clean and fresh.
1955 ALBION FT37CL platform lorry, good order throughout.
1955 LEYLAND Comet 900 hydraulic tipper, alloy fixed-side body, good order.
1955 BEDFORD 10-ton tractor, R6 power unit, Scammell coupling, good.
1953 ALBION Chieftain platform lorry, under 3 tons.
1952 E.R.F., Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted for trailer work, good order.
1952 August, Leyland Beaver, 600 engine, 20-ft. 6-in. alloy frame, Homalloy platform body, good mechanical order, well tyres, unladen weight 4 tons 19 cwt. 28 lb.
1949 MAUDSLAY 8-wheel chassis and cab, A.E.C. 9.6 power unit.
1948 SEDDON, P6 unit, platform lorry.
1948 A.E.C. Matador, 9.6 unit, 18-ft. flat.
1948 7.7 engines from £50 each. Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 engines from £35 each.

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1960 Trader artic. unit, £770, or with 23-ft. trailer, £1,100.
1958 October, FORD Trader 7-ton 6-yd. drop-side, Anthony tipper, one owner, £595.
1957 BEDFORD 6-yd. tipper, diesel, £395.
1956 BEDFORD 5-yd. tipper, diesel, £350.
1955 COMMERCIAL TS3, alloy platform body, £425.
1955 BEDFORD petrol tipper, medium wheelbase, £225.
1955 FORD Thames 4D 4-yd. tipper, £225.
1953 BEDFORD 4-yd. diesel tipper, £210.
1953 FODEN 5-ton 4-cylinder diesel with alloy platform body, £245.

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1955 LEYLAND Beaver 6-cylinder unit, fifth-wheel coupling, 600 engine, complete with Tasker low-loader trailer, 16-ft. well.
1950 FODEN 8-wheel tipper, 6LW engine, double drive.
1959 AUSTIN B.M.C. long-wheelbase platform truck, 6-cylinder B.M.C. diesel.
1958 FORD Trader 6D van, 14 ft. by 7 ft. 6 in. by 7 ft.
1957 BEDFORD 8-type long-wheelbase platform, Leyland Comet engine.
1957 COMMERCIAL TS3 6-wheeler, Boyes axle.
1957 DODGE 6-ton tipper, P6 engine.
1957 SCAMMELL 8-wheeler, 25-ft. platform, 6LW engine.
1947 BEDFORD 29-seater bus, petrol engine, clean condition.
1947 GUY Otter tipper, Perkins P6 engine.
1956 GUY Warrior tipper, 12-ft. body, Meadows engine.
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1959 ALBION Cyclosole with York third axle and Leyland 375 engine, 19-ft. by 3-ft. timber drop side.
1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop side.
1956 BEDFORD 5-ton A-type, petrol, 12-ft. by 2-ft. steel fixed sides.
1955 BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber drop side.
1959 BEDFORD 7-ton, GMC, 11 ft. 6-cu.-yd. steel fixed side.
1956 BEDFORD 7-ton 5-type, petrol engine, 14-ft. U-shaped alloy body.
1958 BEDFORD 6-ton 5-type, GMC, 14-ft. timber drop side.
1958 BEDFORD 7-ton, 14-ft. by 3-ft. timber drop side.
1956 MORRIS 7-ton, B.M.C., 14-ft. by 4-ft. timber drop side.
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop side.
1955 SEDDON 6-ton, P6, 15-ft. by 18-ft. timber fixed side.
1958 FORD 5-ton HD 6D, 6-cu.-yd. steel drop side.
1959 FORD Trader 7-ton with 14-ft. by 2-ft. timber tipping body.
1957 COMMERCIAL TS3, 13-ft. by 3-ft. timber drop side.
1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed side.
1959 LEYLAND Comet forward-control short-wheelbase fitted with Boys third axle, 15-ft. 6-in. by fixed side.
1957 LEYLAND Comet short-wheelbase fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed side.
1958 LEYLAND Comet Model ECOS2-1R, long wheelbase, 15-ft. by 2-ft. timber drop side.
1955 LEYLAND Comet Model ECOS2-2R, 12-ft. timber fixed side.
1956 LEYLAND Comet Model ECOS2-1R, 14-ft. by 2-ft. timber drop side.
1956 LEYLAND Comet Model ECOS2-1R, 14-ft. by 3-ft. 6-in. alloy drop side.

PLATFORM.

1955 ALBION Chieftain 16-ft. 6-in. alloy flat.
1959 ALBION Chieftain, 16-ft. alloy framed timber drop-side body.
1956 ALBION Reiver 22-ft. timber platform.
1955 ALBION Reiver 22-ft. timber platform.
1957 BEDFORD 7-ton, Comet 350 engine, 16-ft. timber drop side.
1957 BEDFORD 7-ton, 300 diesel, 16-ft. timber drop side.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1955 BEDFORD 7-ton petrol, 16-ft. timber flat.
1959 MORRIS 7-ton B.M.C. 18-ft. timber drop side.
1952 E.R.F. 6LW 24-ft. timber drop side.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop side.
1953 THORNYCROFT 7-ton 18-ft. timber drop side.
1958 COMMERCIAL TS3, 16-ft. 6-in. timber drop side, air brakes.
1957 COMMERCIAL TS3 19-ft. timber drop side.
1956 COMMERCIAL TS3 16-ft. 6-in. timber drop side.
1954 DODGE 6-ton P6 17-ft. timber flat.
1955 DODGE 5-ton P6 16-ft. timber drop side.
1959 LEYLAND Comet Model ECOS2-4R, 20-ft. timber drop side.
1958 LEYLAND Comet Model ECOS2-4R, 20-ft. timber flat.
1956 LEYLAND Comet Model ECOS2-4R, 18-ft. by 2-ft. 6-in. timber drop side.
1957 LEYLAND Comet Model ECOS2-4R, forward control 20-ft. timber drop side.
1957 LEYLAND Comet Model ECOS2-4R, 20-ft. alloy and timber flat.
1960 LEYLAND Comet Model CS3-13R chassis-cab.

TRACTOR UNITS.

1958 AUSTIN B.M.C. Scammell tractor unit, 5-ton.

VANS.

1959 COMMERCIAL Cob 7-cwt. van, £250.
1958 AUSTIN A35 van, £225.
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1959 DODGE platform, Leyland engine, 10.00 x 20 tyres, sound order, £800; meat box available, hanging gear, £300.
1957 COMMERCIAL TS3 platform, 9.00 x 20 tyres, good order, £550; meat box available, £200.
1955 SEDDON vans, Perkins P6 engines, one at £200, one at £100.

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1960 COMMERCIAL TS3 7-ton 18-ft. drop-side truck.
1959 BEDFORD 7-ton forward-control 19-ft. platform.
1958 BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.
1958 AUSTIN 7-ton, 18-ft. platform.
1955 SEDDON MK. XIIF diesel 18-ft. double-drop-side truck (at Vauxhall Bridge Rd.).
1955 ALBION Chieftain, 16-ft. wooden platform (at Vauxhall Bridge Rd.).
1957 AUSTIN 5-ton diesel, 16-ft. platform.
1956 153 7-ton 18-ft. drop-side truck (at Vauxhall Bridge Rd.).

TIPPERS.

1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.
1957 ALBION Cyclosole steel-body fixed-side tipper (at Cardiff).
1953 BEDFORD 3-ton 8-ft. drop-side 3-cu.-yd. hand tipper.
1958 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

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1954 BEDFORD 3-ton boxvan.
1953 AUSTIN 3-ton 600-cu.-ft. Luton.
1958 MORRIS-COMMERCIAL diesel 30-cwt. Luton with Burtonwood tail-lift.
1954 BEDFORD 5-ton petrol integral boxvan.
1956 DODGE 5-ton petrol boxvan, Burtonwood tail-lift.

ARTICS.

1960 BEDFORD SAs tractor unit (Leyland Comet diesel) with 25-ft. Merriworth trailer, Scammell coupling.
1958 BEDFORD 10-ton tractor, 2-speed axle, fifth-wheel coupling, 25-ft. drop-side York trailer (at Cardiff).
1956 BEDFORD SAs tractor unit with Tasker 25-ft. Scammell-coupling trailer.

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THAMES 5-cwt. vans.
THAMES 10-, 12- and 15-cwt. vans.
THAMES 12-seater.
THAMES Trader 7-ton 6D diesel tipper, steel body.

1960 AUSTIN A35 van, blue, low mileage and heater, immaculate, £360.
1959 Thames 5-cwt. van, £250.
1959 Thames 12-seater estate van, 19,000 miles, radio and heater, £450.
1960 Thames 7-cwt. van, £285.
1954 HILLMAN estate van, heater, very clean vehicle for the year, £210.
1959 Thames Trader 7-ton 6D diesel long-wheelbase platform truck on 9.00 x 20 tyres, excellent condition, £760.
1959 October, BEDFORD Workobus, long wheelbase, 15,000 miles only, 2-speed, heater, £375.
1959 Thames Trader 6D diesel 7-ton 7-cu.-yd. hydraulic tipper trucks on 9.00 x 20 tyres, new metal bodies and Anthony tipping gears, choice of three, £795.
1960 Thames Trader 6D diesel, 7-ton 7-cu.-yd. hydraulic tipper trucks on 9.00 x 20 tyres, new metal bodies and Anthony tipping gears, choice of four, £895.

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LEYLAND CS3/12R chassis and cab.

SEDDON 15/10 standard 6-cu.-yd. tipper, complete, Eaton axle, Perkins 354 engine, cab heater.
DODGE 3164 AT standard 8-ton 7-cu.-yd. tipper, Eaton axle, Perkins 354 engine, etc.

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1960 DODGE 3123AP, 6-cu.-yd. body, twin-ram underfloor gear, Perkins 365 engine, Eaton 3-speed axle, 9.00 x 20 tyres, one owner from new, £1,150.

1959, November, BEDFORD 7-ton standard tipper, well tired all round, a clean truck, and owner driven from new, £675.

1956 B.M.C. medium-wheelbase tipper, twin rams behind cab, recent engine overhaul, tyres fair, £575.

1957 LEYLAND medium-wheelbase twin-ram tipper, head-side body, clean, well tired, £675.

1959 FORD Thames Trader, standard all-metal body, recent engine overhaul, well tired all round, £625.

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1959 GUY OTTER Mk. III standard drop-side, a clean, well-tired truck, 5.1 B.M.C. engine, in first-class condition all round, £750.

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1955 BEDFORD standard drop-side truck, general condition good, tyres fair, choice of two, £300 each.

1950 DODGE 105P6 standard drop-side, Perkins engine, 5-speed gearbox, owner driven from new, £275.

1954 FORD van, 10-12-cwt., clean, well tired all round, 11,000 only, one owner, £300.

1959 FORD Trader standard drop-side truck, well tired all round, clean, ready for the road, £425.

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1958 7-ton Trader, 160-in.-wheelbase fixed-side steel-bodied tipper, £625.

1958 3-ton Trader 138-in.-wheelbase drop-side tipper, £450.

1958 THAMES Trader 7-ton 108-in. drop-side and fixed-side tippers, ex stock.

1958 THAMES Traders 138-in. and 160-in. chassis-cabs, ex stock.

1958 CHOICE of several second-hand 5- and 7-cwt. Thames vans.

1958 12- and 15-cwt. vans, early delivery.

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1956, March, DODGE 144AR6 7-cu.-yd. tipper, two-speed axle, unladen weight 3,187.0, fair condition, tyres poor, £250.

1957, June, B.M.C. 7-ton long-wheelbase drop-sided truck, unladen weight 3,125.6, good condition, one C-licence owner, two-speed axle and power steering, £425.

1958, January, B.M.C. 7-ton drop-sided truck, unladen weight 3,984, good condition, two-speed axle, power steering, £450.

1959 B.M.C. 7-ton flat platform truck, choice of four, each £500.

1955 COMMER TS3 5-ton long-wheelbase drop-sided tipper, unladen weight 3,190, good condition, new tyres, one F-licence owner, £325.

1954, July, COMMER Q4 platform truck, unladen weight 2,139.1, £75.

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1955 COMMER 5-ton Superpoise P6 drop-side truck.

ALBION.

1960 ALBION Chieftain platform, excellent condition.
1960 ALBION Reiver, alloy long-wheelbase high drop-side tipper.

1957 ALBION Chieftain forward-control diesel platform truck.
1955 ALBION Chieftain, alloy drop-side body, choice of two.

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1959 Thames Trader, diesel 7-ton long-wheelbase drop-side truck.

1959 Thames Trader, diesel 5-ton long-wheelbase platform.

1956 Thames Sussex, double-drive 6-wheeler, high-side tipper.

1955 Thames P6 long-wheelbase 5-ton drop side.

FODEN.

1957 FODEN diesel forward control (new type cab), 8 wheeler, long-wheelbase drop-side truck.

BEDFORD.

1956 BEDFORD long-wheelbase diesel 7-ton drop-side truck.

LEYLAND.

1958 LEYLAND Comet long-wheelbase forward control, drop-side.

E.R.F.

1950 E.R.F. long-wheelbase drop-side 8-ton diesel truck.
1946 E.R.F. A.E.C. engine, long-wheelbase forward-control diesel.

STANDARD.

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ALBION Chieftain, Type CH3AXL, immediate delivery.

1957 ALBION Chieftain, Type CH3ALT, immediate delivery.
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1959 (Late) COMMER TS3 and tipper, 5-speed gearbox, air brakes, 9.00 x 20 tyres.
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1958 ALBION Chydesdale, Comet engine, 6-speed gearbox, large-capacity boxvan body.

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1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

1960 FORD 148 7-ton tipper, 2-speed axle, steel body, 9.00 x 20 tyres, £1,000.

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1960 FORD 1

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- 1956** ALBION Reiver 6-wheel tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.
- 1958** BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.
- 1959** COMMERCIAL T53 6-wheeler, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.
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- 1960** B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
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- 1956** GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.
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- 1955** ALBION Clydesdale tipper, 4-cylinder Albion engine, 15-ft. alloy tipping body, choice of two.
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- DODGE** 7-ton forward control metal body tipper, Perkins 6305 diesel engine.
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- 1958** BEDFORD S-type 6-ton 300 diesel engine, long-wheelbase tipper, 7.50 x 20, £395.
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- 3/-TON** 1957 MORRIS 15-cwt. Omnivan, repainted, £4265.
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7-CWT. 1960 FORD van, factory blue, immaculate, £330.

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- £195.** 1956 BEDFORD S-type diesel, Scammell tractor.
- £135.** 1954 BEDFORD S-type diesel, 10-ton Scammell tractor.
- £100.** 1950 BEDFORD-SCAMMELL diesel tractor, clean.
- £25.** Pilot tipping gear, single ram, complete, for 5-ton long-wheelbase A-type Bedford.
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- SCAMMELL** trailers, all sizes, from £50.
- £70.** 1954 BEDFORD 10-ton Scammell tractor, R4 diesel engine, good runner, rough appearance.
- £50.** Perkins P6 engine with A-type Bedford fitting.
- £45.** TROJAN van, fitted with Perkins P3 diesel engine.
- 255** WALTON LANE, Liverpool, 4. Aintree 1873.

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1959 October, MORRIS 15-cwt. van, good condition, painted grey, £225.
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C COMMER tractor with Scammell couplings.
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LIMITED company, North West, with A licences for furniture and household goods anywhere Great Britain, available with either new or second-hand van.

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COMMER 15-cwt. forward-control van, 1960, heater, £490.

COMMER TS3 1956 platform lorry, 18 ft. long, reconditioned engine and new braking system 10,000 miles ago, good tyres, £450.

COMMER TS3 platform lorries, 18 ft. good tyres, excellent condition, choice of two, 1957 at £550, 1958 at £650.

FORD 12-cwt. van, 1958, repainted, reconditioned engine, £295.

LAND ROVER, short wheelbase, petrol, 1955, five new tyres, one owner, £250.

LARGE SELECTION OF VANS AND PICK-UPS.
IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD, STANDARD AND LAND ROVER COMMERCIAL VEHICLES.

OFFICIAL TECALEMIT AUTOMATIC CHASSIS LUBRICATING FITTING STATION.

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COMBERHILL MOTORS, LTD.
INGS ROAD, WAKEFIELD.
(6771, 10 lines).

IMMEDIATE delivery of 40 brand-new Morris-B.M.C. Mercedes-Benz, Commer and Atkinson S644 4-, 6- and 8-wheel Milshaw alloy tipper for bulk coal transport.

NEW ATKINSON T1365X (Gardner 6LX) 150 b.h.p.

6-wheel double-drive tractor unit, power steering.

NEW ATKINSON L1786X (Gardner 6LX) 17-ton

8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.

NEW ATKINSON M1265T (Gardner 5LW) 12-ton light-

weight 6-wheeler, Milshaw 18-ft. alloy tipper.

NEW ATKINSON M1265T (Gardner 5LW) 12-ton light-

weight 6-wheeler, 22-ft. bodywork.

NEW ATKINSON T746X (Gardner 6LX 150 b.h.p.)

4-wheel tractor, fifth-wheel coupler.

MORRIS B.M.C. (5.1-litre) 7-ton 4-wheeler,

Milshaw 15-ft. alloy tipper, choice of six.

1960 ATKINSON L1786X (Gardner 6LX) 17-ton

8-wheel Milshaw 23-ft. alloy tipper.

1959 ATKINSON T746X (Gardner 6LX) 4-wheel

tractor, air brakes, fifth wheel.

1959 ALBION Caledonian (Leyland 9.8-litre) 17-ton

8-wheel Pilot 20-ft. Homalloy tipper.

1959 ALBION Clydesdale (Leyland Comet diesel)

8-9-ton 4-wheel Milshaw 13-ft. alloy tipper.

1959 THORNycroft Trusty 17-ton 8-wheel 25-ft.

alloy drop-side, air brakes, 40 x 8.

1959 ATKINSON S644LW (Gardner 4LW) 8-10-ton

4-wheel Edbro 12-ft. alloy tipper.

1959 ATKINSON S644LW (Gardner 4LW) 8-10-

ton Milshaw 15-ft. alloy tipper.

1959 ATKINSON L1786 (Gardner 6LW) 17-ton

8-wheel 24-ft. drop-side, mileage 40,000.

1958 A.E.C. Mustang twin steer 7.7 engine,

air brakes, 12-ton platform truck, an excellent

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4-wheel 21-ft. platform, 9.00 x 20.

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6-wheel 22-ft. platform, exceptional condition.

1955 LEYLAND Octopus (660 9.8-litre) 8-wheel

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1960 AUSTIN 152 van, £295.

1959 BEDFORD Workobus, many extras, one owner,

£370.

1959 December, BEDFORD 15-cwt. long-wheelbase

van, one owner, £285.

1959 6-ton BEDFORD normal-control short-wheel-

base diesel tipper, one owner, very clean vehicle,

£645.

1959 FORD 15-cwt. Thames van, £285.

1959 FORD 5-cwt. van, £265.

1958 BEDFORD 5-ton forward-control long-wheelbase

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1958 October, FORD 5-cwt. van, £240.

1957 5-ton FORD Trader 4D truck, £375.

1957 BEDFORD Workobus, £245.

1957 7-ton DODGE diesel tipper, very good con-

dition, £575.

1953 COMMER 8-ton tractor unit, diesel, with 22-ft.

low-loading trailer, £385.

1948 AUSTIN 2-ton meat van, £150.

1947 AUSTIN meat van, £125.

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CHURCH ROAD MOTORS

(SOUTHEND-ON-SEA), LTD.

1959 July, DODGE 6-ton 6-yd. diesel tipper, steel

drop-side body, completely retired, a super

vehicle in every way, bargain, £750.

1959 FORD Trader 7-ton truck, a specimen vehicle,

£875.

1957 AUSTIN 5-ton diesel drop-side truck, well

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1951 ALBION 5-ton platform truck, 4-cylinder

diesel engine, well tyred, ex brewery, £275.

1959 FORD Trader artic. unit with 24-ft. B.T.C.

fifth-wheel-coupling 4-in-line trailer, taxed, one

owner, £1,300.

1960 May, DODGE 6-wheel 20-cu.-yd. drop-side

tipper, fitted with twin Edbro tipping gear,

alloy floor, wooden-side body, £1,650.

1959 BEDFORD 7-ton tipper, low mileage, one

owner, £725.

IMPERIAL GARAGE, Hadleigh, Essex, Phone,

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1959 BEDFORD Utilibus, £350.

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A. E. C. CONNORTON, LTD.
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NEW FORD Trader 6D, Baico extension chassis, fitted

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1960 DODGE chassis and cab, 2-speed axle, Leyland

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1953 DODGE P6, 2-speed axle, Duramin drop-side

body, £185.

1957 ATKINSON, 5LW, 4-wheeler, 20-ft. platform,

2-speed axle, £825.

1956 ATKINSON, 6LW, 8-wheeler, 24-ft. Duramin

platform, double drive, £775.

1956 FODEN, 5LW, twin steer, £690.

FODEN 6-wheeler FG, 6LW, double drive, Duramin

body, choice of two, £375 each.

1952 FODEN 8-wheeler, Duramin body, double

drive, £575.

1960 ALBION Reiver 6-wheeler, 675 engine, double

drive, Duramin 24-ft. body, £1,700.

1957 SEDDON long-wheelbase, 9.00 x 20s, £250.

1959 DODGE diesel tipper, £565.

1960 A.E.C. 8-wheeler, 24-ft. body, 9.00 x 24, 11.3

engine, £3,300.

1957 A.E.C. 8-wheeler tipper, Duramin body, double

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ALBION Reiver, 1955, fitted with Albion engine and

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ALBION Reiver, 1958, Leyland engine, 6-speed gearbox

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ALBION 8-wheeler, 1954 (December), 23-ft. platform,

very clean.

BEDFORD, 1959, with Boys third axle, 2-speed axle,

Bedford diesel, and 22-ft. drop-side body.

COMMER TS3, 1956, long-wheelbase tipper.

DODGE normal-control 1958 long-wheelbase tipper

with Leyland engine and 2-speed axle.

ALBION Clydesdale, 1959, short-wheelbase chassis and

cab, suitable for tractor.

LEYLAND Comet, December, 1958, with 20-ft. plat-

form body.

MORRIS B.M.C. 1960 7-ton long-wheelbase tipper,

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Dyson 4-wheel trailer.

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NEW DODGE 13-ft. 7-in. wheelbase 8-ton chassis-cab,

354 engine, 2-speed E. axle, bodywork to customer's

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1960 Diesel LAND ROVER long-wheelbase with

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MORRIS diesel long-wheelbase platform 5-tonner, ex

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1953 BEDFORD 5-ton tipper, petrol.

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1959 BEDFORD Utilitrake, farmer's model.

1959 BEDFORD Utilitrake.

1957 BEDFORD Workobus.

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ONE new GUY light 6-wheeler, 15-ft. 3-in., tipper, 20-ft. long wood and alloy coal body.

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1958 November, LEYLAND Comet forward-control tipper, with all-alloy body, £900.
1958 SEPTEMBER, 1958, DODGE 146AR6 7-ton platform lorry, £685.
1956 BEDFORD 5-type 7-ton tipper with wooden body, £350.
1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £200.
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- NEW ATKINSON 4-wheel tractor unit, 6LW, 6-speed gearbox, double helical axle.
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1959 FORD Thames 2-ton van, very good condition, £425.
1958 FORD Thames 4-ton 4D truck, very good condition, £425.
1958 FORD Thames 2-ton diesel van, £475.
1958 DODGE 6-ton tipper, good condition, £375.
1958 DODGE 2-3-ton drop-side truck, good condition, £150.
1954 BEDFORD Workobus 12-seater, new engine just fitted, £200.
1958 BEDFORD Dormobile caravan, 2-berth, £400.
1951 AUSTIN A70 pick-up, £65.
1950 AUSTIN 5-ton truck, £100.
1949 AUSTIN 5-ton truck with tilt, £65.
DORMOBILES or 12-seaters for sale or hire.
CONTRACT hire of LAND ROVERS and light vans. Apply for terms.
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1956 MORRIS diesel 3-ton drop-sided truck, £235.
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1955 LAND ROVER, petrol, good condition, £210.
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- 1952 A.E.C. Monarch 10-ton platform, £175.
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1955 B.M.C. 7-ton diesel drop-side truck, power steering and 2-speed axle, £425.
1955 COMMER TS3 artic. unit, Scammell automatic, £300.
1956 AUSTIN 15-cwt. steel pick-up, £235.
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1959 Thames 15-cwt. van, £250.
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THORNycroFT 6-wheel Neals Rapide crane.
ALL types of bodies built in wood and alloy.
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- 1961 BEDFORD 7-ton J-model drop-side tipper, steel body, 10,000 miles only, 9.00 x 20 tyres, £800.
1960 Thames Trader 7-ton medium-wheelbase tipper, drop-side steel body, 9.00 x 20 tyres, £700.
1960 BEDFORD 7-ton short-wheelbase tipper, drop-side steel body, 9.00 x 20 tyres, 2-speed axle, £650.
1960 September, Thames Trader 7-ton short-wheelbase tipper, tyres, differential and gearbox missing, £325.
1958 BEDFORD diesel normal-control short-wheelbase tipper, steel body, 8.25 x 20 tyres, one owner, £350.
1956 BEDFORD 5-ton short-wheelbase tipper, wooden drop-side body, ready for work, £175.
28 BOW RD., E.3. (30 yards from Bow Rd. Tube Station.) Advance 5242. 935-464

- 1959 FORD Trader, petrol, 4,000 miles only, fitted new horsebox body for four, Fibreglass skinned, side and rear loading, £1,400.
AUSTIN 3-, 5- and 7-ton chassis-cabs with heavy-duty equipment from stock at list price.
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1-TON MORRIS petrol van, 1955 (July), repainted, good condition, £165.
1-TON MORRIS van, PV, good runner, £65 (choice of two).
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A.E.C. Mercury long-wheelbase chassis and cab. SECOND-HAND vehicles. PLATFORM and drop-side.

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FOR ALL
FORD TRADER INQUIRIES.

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SPECIAL OFFER—

- 5-TON MORRIS 6-cylinder truck, in good working condition, £250.
1959 7-ton 160-in. Trader truck, choice of two, £600.
1955 FORD 5-cwt. van, black, £125.
1960 5-cwt. van, grey, exceptional condition, £250.
1956 7-cwt. van, very good condition, £150.
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CHOICE of other 5-cwt. FORD vans in stock.

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- 1955 FODEN 6-ton drop-side truck, 4LK Gardner, clean vehicle, £425.
GOOD selection of BEDFORD CA 10- and 15-cwt. vans and utilities from £100. 935-306

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WAKEFIELD ROAD, BRIGHOUSE, YORKS.
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NIGHT, BRADFORD 78486 OR 71077.

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- 1960 BEDFORD J6 7-ton double-drop-side truck, Eaton 2-speed axle, 9.00 x 20 tyres in excellent condition, choice of two at £745.

- 1959 7-ton Thames Trader drop-side truck, low mileage, £725.

- 1957 B.M.C. diesel farmer's wagon, 5-ton, as new, £435.

- 1956 B.M.C. long-wheelbase 7-ton platform lorry, £195.

- 1951 MORRIS Saurer diesel, in excellent condition, one owner, new tyres, £175.

- A CORN MOTORS LTD., 24 Cross Rd., Hanworth, Middx. Phone, Feltham 5888. 935-109

- 1959 B.M.C. 7-ton 7-cu.-yd. short-wheelbase tipper, Pilot body with double underfloor gear and Eaton 2-speed axle, £775.

- 1957 FORD 5-ton Trader, 152-in. wheelbase, diesel, fitted with coachbuilt double-drop-side body, 16 ft. long and headboard to top of cab, tyres 8.25 x 20, 14-ply, £650.

- 1959 FORD 7-ton Trader, 160-in. wheelbase, with drop-side truck body, £650.

- 1959 FORD 7-ton truck, £650.

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- A.E.C. 8-wheel Mammoth Major.

- 1959 ALBION Chieftain tipper, alloy body.

- 1956 BEDFORD 7-ton long-wheelbase tipper.

- 1956 BEDFORD tractor unit.

- 1958 DODGE twin-steer tipper, alloy body, Leyland engine.

- 1958 DODGE twin steer drop-side.

- 1959 FODEN 25-ton tractor.

- 1954 LEYLAND Comet tractor.

COMMERCIAL MOTORS (CLAY CROSS), LTD., Clay Cross, Derby. Phone, Clay Cross 3302—night extension. 935-184

- 1960 August, B.M.C. high-sided coal tipper, £895.

- A.E.C. Mercury 8-ton 24-ft. flat, £850.

- Commer P6 drop-side truck, 3-4-ton, £285.

- Atkinson short-wheelbase tipper, £245.

- 1958 Bedford 7-ton truck, 300 diesel, 2-speed axle, £495.

- 1954 Bedford 7-ton R6 chassis and cab, £175.

- 1958 Bedford 6-ton, 300 diesel, flat, £450.

- 1958 Bedford 7-ton flat from £150.

- E.R.F. 1956-57 Bedford 7-ton flats from £150.

- A.E.C. engines, cheap to clear.

- 1954 Ford 4D truck, £195.

- 1949-51 Seddon 6-ton flat from £100.

- Sentinel 7-ton flat, £450.

- 1955 (December) Thornycroft 5-6-ton coachbuilt van, £525.

- Commer TS3 7-tonner 18-ft. platform, 1957, £450.

- Bedford P6 articulated flat, £195.

- Guy Otter Luton van, 1953, £325.

- Bedford Luton vans, diesel, choice of three from £225.

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- Henry Eaton, Ltd., 107 Fulmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 935-221

- 1960 BEDFORD 7-ton (300) diesel long-wheelbase platform, £650.

- 1960 AUSTIN Gipsy diesel, £425.

- 1958 BEDFORD (300) diesel 7-ton, 2-speed axle alloy body, £450.

- 1955 ALBION Chieftain 7-ton diesel, alloy body, £275.

- 1951 ALBION Chieftain cattle truck, £130.

- ERRINGTONS, Evington, Leicester. Phone 58102-3. 935-264

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Used Goods Vehicles (contd.)

RUSHTON GARAGE, 110 Leeds Old Rd., Thornbury, Bradford, Yorks. Phone, Bradford 65527 day, after hours, Shipley 56925.

1959 AUSTIN B.M.C. diesel 6-wheel tipper, 21-ft. panel-sided body, double ram gear, and Eaton 2-speed axle, power steering, 9.00 x 20 tyres as new all round, in immaculate condition, £950.

1960 AUSTIN B.M.C. diesel tipper, 12-ft. all-steel body, one owner from new, £675.

1957 GUY Otter 7-ton short-wheelbase tipper, drop-side panel-sided body, A.L.K. Gardner oil engine, Eaton 2-speed axle and 5-speed box, as new, £450. 935-213

1958 7-ton long-wheelbase DODGE, fitted Leyland engine.

1954 4-ton short-wheelbase DODGE petrol tipper.

1953 6-ton long-wheelbase DODGE, petrol, high-sided body.

1953 6-ton long-wheelbase DODGE diesel double-drop-sided tipper.

1947 MAUDSLAY unit and low-load trailer.

RELLANCE GARAGE (NORWICH), LTD., Heigham St., Norwich. Phone 28911-5. 935-362

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1958, October 24, 7-ton Trader platform truck, 18-ft. body, diesel, £560.

1955, October 18, COMMER 7-ton TS3 diesel platform, alloy frame, wooden floor, £285.

1959, July, FORD Trader 3-ton 4D diesel tipper, Anthony underbody gear, 11-ft. body, low mileage, good condition, taxed December, £525.

1956, MORRIS 5-ton drop-side truck, reconditioned engine, 16-ft. 6-in. body, £125.

1953, November 26, BEDFORD 7-ton drop-side truck, taxed to December, 16-ft. body, £85.

1958, MORRIS JB van, 10-12-cwt., £175.

1958 BEDFORD CA van, £185.

1958 BEDFORD Grafton Grosvenor, 12-seater, resprayed as new, £320.

1955 5-ton DODGE diesel P6 drop-side truck, £95.

1948 5-ton AUSTIN petrol drop-side truck, well shod, taxed to December, £100.

DICKINSON AND ADAMS, Luton 51221. 935-375

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ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. £33-837

A 3-ton box vehicle, 1959-60, suitable for carrying of meat wanted. Phone, Leytonstone 7346. 935-29

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ALL types of commercial vehicles, also artic. units and trailers, cash waiting. Write, 48 Endbourne Rd., Liverpool, 9. Or phone, Aintree 5466. 222-977

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WANTED urgently, an unlimited number of late-model flats and tippers, 4-wheel and multi-wheel; cash on sight.

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T. RICHARDSON AND SON, LTD., 100 Dudley Rd., East, Oldbury, Birmingham. Phone, Broadwell 1840 and 2800. 935-192

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A. E. CONNOR, LTD., 328 Brixton Rd., S.W.9. Brixton 7962, Sanderstead 1777. 935-409

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1953 BEDFORD Duple Super Vega, 35-seater, petrol,
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1958 BEDFORD 41-seater Burlington, petrol, certificate of fitness 1965. Jordan's Motor Services, Blaenavon, Monmouthshire. Phone 203. 935-XA3649

1957 BEDFORD Europa 41-seater, 1954 Bedford Plaxton 7 ft. 6 in. 36-seater. Both vehicles maintained as new, been carefully driven, private hire only, fitted full luxury seats, quarter lights, heaters, wheel discs, tyres as new, etc., certificate of fitness 1964, £2,550 and £1,550, or offer. Accept only Vista in part. Phone, Nottingham 271151. 936-XB648

1947 BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness 1963, taxed January, £175.

MOUNT ROSE COACHES, 144 Broom Hill Rd., Strood, Kent. Strood 78125. 936-XB677

1961 BEDFORD, petrol, 8 ft., 41 seats, Plaxton, radio, air pump, address and quarter lights, gangway armrests, power steering, heaters, three 3-way lift-up lights, Michelin X, discs, extras £375, certificate of fitness 1968, body light blue and silver, interior blue and beige, mileage 15,000, £3,500, lovely job, cost £4,275.

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1957 COMMER Beadle, fitted A.E.C., 5-speed rear-boxes, 41-seater coaches, choice of front and centre entrances, only a few of these very exceptional coaches left in stock, £2,600 each.

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1952 DAIMLER coach, four-year certificate, £750.

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1960 Thames Duple 41-seater, 7 ft. 6 in. wide, ivory with red flash, host extras, £3,150. Hire-purchase.

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LLEYLAND, 40-seater Burlington Seagull, very clean, good tyres, heater, brakes relined, no marks, £1,400. R. F. Davies and Son, Ltd., Tredegar 129. 935-XB413

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1953 BEDFORD 35-seater, fitted heater, radio and speech amplification, certificate of fitness May, 1963, new engine fitted 1960.

1954 BEDFORD Duple 36-seater, Perkins R6, Formica sides, certificate of fitness 1964.

1954 BEDFORD Duple 36-seater.

1959 BEDFORD diesel 41-seater Duple, certificate of fitness 1965, new diesel engine fitted July, 1961, radio and speech amplification, walnut casings.

1960 (1961 model) FORD Thames Duple, engine conversion just completed, fitted Hydrovac radio and speech amplification, quarter lights, two heaters, Eaton 2-speed rear axle.

1961 (1962 model) FORD Thames Duple, new conversions fitted, choice of three, for immediate delivery at 1961 prices.

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NEW 1962 FORD Thames with Harrington, Plaxton, L Duple, Burlington or Garratt bodies. Order now for your specifications and assured deliveries for 1962 season.

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1959 41-seater Duple, red moquette, heaters, grey-red, new 300-cu.-in. diesel engine fitted, certificate of fitness 1966.

1958 41-seater Duple, petrol, red-fawn moquette, heaters cream-red, certificate of fitness 1965, choice of two, exceptionally clean.

1957 41-seater Plaxton, petrol, fawn moquette, heaters, blue, certificate of fitness 1964.

1957 41-seater Burlington, petrol, red moquette, red-cream, certificate of fitness 1966.

1957 41-seater Duple, petrol, heaters, red moquette, cream-brown, certificate of fitness 1964, choice of two, immaculate.

1956 41-seater Duple, petrol, 2-speed axle, green moquette, green-grey, certificate of fitness 1966.

1956 41-seater Burlington, petrol, red moquette, cream-blue, certificate of fitness 1966.

ANY of the above coaches can be converted to new 300-cu.-in. Bedford diesel engine with soundproofing, etc.

CHOICE of 20 1951-1955 BEDFORDS with Duple, Harrington, Plaxton, Yeates, Gurney-Nutting coachwork, 33-37-seaters, petrol engines, all with certificate of fitness, special prices.

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A.E.C.

1958 Reliance 43-seater Duple, front entrance, driver-operated door control, glass roof quarters, heaters, radio, many extras, British Coach Rally winner 1958, cream-blue, certificate of fitness 1965.

1956 Reliance 43-seater Duple, central entrance, new engine fitted by A.E.C., new certificate of fitness November, 1966, grey-red.

1954 Reliance 41-seater Duple, red moquette, central entrance, heaters, maroon-grey, clean, certificate of fitness 1964.

CHOICE of eight Mark III-IV Duple, Harrington, Burlington, Yeates 35-39-seater coaches, all with current certificate of fitness, special prices.

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1952 Royal Tiger, air brakes, 39-seater Thurgood coachwork, central entrance, red moquette, blue-cream, certificate of fitness 1961.

1951 dorsal-fin coachwork, red moquette, cream-red, new certificate of fitness to 1965, choice of two.

1950 Cumel, 33-seater Burlington, red moquette, finished maroon.

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- 1952 BEDFORD Vega 33-seater, in above average condition, real bargain, £750.
- 1951 BEDFORD 35-seater Duple, much above average, extras, certificate of fitness 1966, £1,100.
- 1950 COMMOR 30-seater Harrington, a very attractive vehicle, certificate of fitness 1962, £325.
- 1950 COMMOR Plaxton 33-seater, full front, extras, £395.
- 1949 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £495.
- 1957 MEADOW 41-seater luxury coach, new diesel engine now being fitted in our own works, excellent order throughout, £1,950.
- 1952 SENTINEL diesel 37-seater coach, recent chassis overhaul, certificate of fitness 1962, ready for work, £675.
- 1950 ALBION Victor 31-seater luxury coach, certificate of fitness 1965, another bargain, £695.

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NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

NEW Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream.

1961 Thames Duple Yeoman 41-seater, fitted Perspex quarters, radio and heater and many other extras, small mileage, as new, certificate of fitness 1965.

1960 BEDFORD Vega SB1 (oil engine), fitted with a 5-speed gearbox, 41-seater full-luxury Duple body, Formica side panels, heater, interior red moquette, exterior cream and green, in excellent condition throughout, certificate of fitness 1966.

1958 COMMOR TS3 41-seaters, fitted with heaters, all in good clean condition throughout, certificates of fitness 1966, choice of seven.

1956 BEDFORD Plaxton 41-seater full-luxury body, fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1966.

1956 BEDFORD Super Vega, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1966.

1952 Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1952 A.E.C., 9.6 oil engine, 39-seater full-luxury Wharton observation body, fitted with heater, in good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1964.

1952 COMMOR Avenor 33-seater, full-luxury Plaxton body, fitted with Eaton 2-speed axle, radio and heater, in good condition throughout, certificate of fitness 1962.

1952 LEYLAND Royal Tiger, fitted with air brakes, 50-seater half-decker, interior red moquette, in good clean condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full-luxury Duple body, fitted with heater, in good clean condition throughout, now ready for recertification.

1950 BEDFORD Vista 29-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1964.

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NEW LEYLAND PD3-2 72-seater front-entrance double-decker bus.

NEW TROJAN 13-seater coach, red moquette and leather.

1961 May, FORD Thames Duple 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, quarter lights, 2-speed axle and modified brakes, mileage 16,900, certificate of fitness 1968, 991 UTC, £3,350.

1960 BEDFORD Burlington 41-seater, diesel, paint red with ivory roof and side panels, red and cream moquette, TKU 770, £3,250.

1960 FORD Thames Duple 41-seater, maroon and cream, red moquette, YUS 773, £3,000.

1960 BEDFORD Duple Super Vega petrol 41-seater, de luxe coachwork, cream exterior, red interior, heater and public address, certificate of fitness 17.6.66, 654 JTD, £2,750.

1959 BEDFORD Duple Super Vega petrol 41-seater, luxury coachwork, cream exterior, red interior, heater and public address, certificate of fitness 18.6.66, 560 JTD, £2,750.

1959 BEDFORD SB8 Duple 41-seater with Leyland engine, blue and cream paint, blue moquette, certificate of fitness 1965, TVA 128, £2,750.

1959 BEDFORD Super Vega 41-seater, petrol, 7 ft. 6 in. wide, paint grey, red moquette, NGB 12, £2,750.

1959 FORD Thames Plaxton 41-seater, paint cream, red moquette, quarter lights, reg. No. 4 HLG, £2,850.

1959 FORD Thames Plaxton 41-seater, cream exterior, red interior, quarter lights, certificate of fitness 1966, registered No. 6 HLG, £2,850.

1958 BEDFORD C5X1 Duple 30-seater, service diesel, blue and cream paint, blue moquette, certificate of fitness 1965, two off, SVA 437, SVA 438, each £1,400.

1958 BEDFORD Duple 29-seater, diesel, paint brown and cream, moquette grey-red check, ESV 89, £2,000.

1958 COMMOR TS3 Duple 41-seater, paint red and cream, red moquette, top sliding windows, 608 BDH, £2,750.

1957 ALBION Aberdonia Plaxton 41-seater, red and cream paint, green moquette, DEK 43, £2,650.

1956 COMMOR TS3 Bendie 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1966, HKT 784, £1,150.

1955 BEDFORD Duple 36-seater, diesel, paint red and cream, blue moquette, QSD 241, £1,650.

1955 COMMOR TS3 Bendie 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1965, HCS 817, £950.

1954 BEDFORD Plaxton 35-seater, petrol, paint cream, red moquette, SUM 662, £1,550.

LARGE selection of service buses, single and double decker with good certificates of fitness.

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WE have the following used vehicles in stock:—

1961 Thames Duple, glass quarters, radio, heater, speech amplification, wheel disc, 18,000 miles.

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1960 BEDFORD Burlington 41-seater, radio, heater, wheel disc, recess mats, mileage 27,000, £2,750.

1954 BEDFORD, grey-maroon, radio, heaters, certificate of fitness 1964, £1,600.

1953 BEDFORD Duple, 37-seater, blue-grey, radio, heaters, certificate of fitness 1963, £1,000.

1953 A.E.C. Mk. 4 Harrington, dorsal fin, radio, heaters, grey-maroon, ex well known Midland fleet, above average condition, £1,600.

1953 A.E.C. Mk. 4 Burlington 41-seater, maroon-grey, radio, heaters, certificate of fitness 1963, £1,050.

1952 BEDFORD Duple, choice of three, 33-seaters, £2,950.

1952 BEDFORD Plaxton, choice of two, heaters, radio, £750.

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NEW 1962 FORD Thames 6D diesel chassis, fitted Duple and Burlington Gannet luxury 41-seater coachwork.

1961 June, FORD Thames 6D Duple Yeoman 41-seater de luxe coachwork, duo grey exterior, Formica panelling, public address, 2-speed axle and modified brakes, mileage 13,500, registration number 993 UTC, certificate of fitness 11.5.68.

1961 May, FORD Thames 6D Duple Yeoman 41-seater de luxe coachwork, duo grey exterior, Formica panelling, public address, 2-speed axle and modified brakes, mileage 17,200, registration number 991 UTC, certificate of fitness May 1968.

1960 March, FORD Thames 6D Duple Yeoman 41-seater de luxe coachwork, duo grey exterior, red interior, 2-speed axle, heater, etc., registration number YUS 735, certificate of fitness 4.12.1966.

1959 June, BEDFORD, petrol, Duple Super Vega 41-seater luxury coachwork, cream exterior, red interior, heater and public address, registration number 560 JTD, certificate of fitness 18.6.1966.

1959 June, BEDFORD, petrol, Duple Super Vega 41-seater de luxe coachwork, cream exterior, red interior, heater and public address, registration number 654 JTD, certificate of fitness 17.4.1966.

1959 June, BEDFORD, petrol, Duple Super Vega 41-seater luxury saloon, cream exterior, red interior, heater, public address, registration number 655 JTD, certificate of fitness 18.6.1966.

1959 April, BEDFORD, petrol, Duple Super Vega 37-seater de luxe coach, Formica panelling, K-type mouldings, quarter lights, registration number 521 GVT, certificate of fitness 6.5.1966.

1959 March, BEDFORD, petrol, Yeates luxury 41-seater saloon, cream and blue exterior, red interior, radio, public address, heaters, etc., registration number 698 HTC, certificate of fitness 1966.

1959 July, FORD Thames 6D Plaxton luxury 41-seater coach, in cream exterior, red interior, quarter lights, heater, registration number 3 HLG, certificate of fitness 9.7.1966.

1959 July, FORD Thames 6D Plaxton de luxe 41-seater, cream exterior, red interior, quarter lights, heater, registration number 4 HLG, certificate of fitness 15.7.66.

1959 July, FORD Thames 6D Plaxton 41-seater, cream exterior, red interior, quarter lights, registration number 6 HLG, certificate of fitness 15.7.66.

1958 COMMOR TS3 diesel Duple de luxe, 41-seater, cream and red exterior, red interior, radio, public address, etc., registration number 608 BDH, certificate of fitness 1965.

1955 BEDFORD, Perkins R6 Duple 36-seater luxury motor coach, cream and red, good order, registration number QSD 241, certificate of fitness 1.7.1965.

1951 LEYLAND PS2 Burlington full-front 33-seater.

1948 LEYLAND PD1 high-bridge 36-seater, M.C.W. coachwork, certificate of fitness 1962. Choice of three.

1948 LEYLAND FSI Burlington 31-33-seaters, 7.4 engines, certificates of fitness. Choice of six.

1946 LEYLAND PD1 with M.C.W. 36-seater coachwork. Choice of six.

1946 A.E.C. Burlington 36-seater buses, choice of two, certificates of fitness 1963.

1946 A.E.C. 7.7 Northern Counties 53-seater, low bridge, certificate of fitness 1963.

1946 GUY Arab, Gardner SLW unit, Eastern Counties 53-seater coachwork, certified.

LEYLAND TD4 and 5 with 1949 Alexander all-metal frame 53-seater low-bridge double-deck buses. Choice of 10.

LEYLAND TS7 7.4 engines with 1949 Burlington 35-seater bus-type bodies.

1936 LEYLAND TS7, fitted 1950 Duple 8-ft.-wide 31-seater bodies.

ALL the above are exceptionally clean and well tyred.

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1959 COMMOR TS3 Duple (36), 8 ft., red and cream, red interior, first-class order, glass quarters, many extras, £2,750.

1958 March, BEDFORD saloon bus (41), sliding door, 7 ft. wide, exterior cream, one owner, certified November 1966, £1,600.

1957 BEDFORD Vega (41), cream and brown, red interior, 8 ft., very clean, £2,175.

1954 BEDFORD bus, Duple all-metal (40), Perkins R6, all good tyres, 8 ft., certified 1965, £1,950.

1953 BEDFORD Thurstod (33-35), exterior red and cream, 7 ft. wide, glass quarters, tubular racks, £1,075.

1952 BEDFORD Vegas (choice 7 ft. and 8 ft. wide), certified to 1966; double-decker 1952 A.E.C. (56), 9.6 generator, all-metal body, high-bridge, air brakes, good condition, £675.

1949 September, BEDFORD Vista, 29 high-back repeated cream and light red, certified 11.3.63, £475.

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GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metalized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half sliding windows, etc., with late-series low-mileage 5LW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1965-62, price £250-£350.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half sliding windows, fitted late-series low-mileage 7.7 A.E.C. 5LW Gardner and Bristol AV 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £375-£450.

1948-46 BRISTOL 56-seater Metcam all-metal bodies, fitted A.E.C. 7.7 diesel units, in super mechanical and body condition, certificate of fitness 1963-65, price £450-£500.

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1953 DAIMLER Freeline Roadmaster, with super fully fronted 35-37-seater Bellhouse Hartwell and Burlington Seagull bodies, adjustable reclining Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,100.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1965, just into stock, three only, price £750.

1950-49 A.E.C. Regal Mk. III with 33-seater Plaxton, Duple and Harrington full-luxury coach bodies, seasonal use only, 9.6 diesel units in super mechanical and body condition, certificate of fitness end of 1963, price £400-£450.

1948-47 BRISTOLS with Eastern Coachworks and fitted low-mileage late-series 5LW Gardner and Bristol AV engines, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £300-£350.

LATE-MODEL A.E.C.s, fitted 1954 fully fronted 35-seater Duple luxury coach bodies, no bulkhead, late-series low-mileage A.E.C. 7.7 diesel unit, from large operator in coastal resort, seasonal use only, certificate of fitness, choice of two, price £800.

1952 33-seater BEDFORD Vegas, with fully fronted Duple bodies, no bulkhead, low-mileage petrol engines, from large operator in coastal resort, seasonal use only, certificate of fitness 1962, in process of being re-certified and will receive four- to five-year certificate of fitness, choice of four, price £750.

1953 35-seater BEDFORD Vegas, with fully fronted Duple bodies, no bulkhead, low-mileage petrol engines, in immaculate mechanical and body condition, from large operator in coastal resort, seasonal use only, certificate of fitness 1963, choice of two, price £850.

1954 LEYLAND Beadles (first registered in February, 1954), with Beadle all-metal 26-seater Continental full-luxury bodies, special high-backed seating, centre roof lights, no bulkhead, in immaculate mechanical and body condition, certificate of fitness 1964, choice of four, price £700-£850.

1955 BEDFORD 21-seater Minibus, in super mechanical and body condition, painted to customer's colour requirements, certificate of two, price £350-£400.

1949 BRISTOLS fitted Duple full-front luxury coach bodies, certificate of fitness 1963 and to end of 1964 with 6LW Gardner diesel units, seasonal use only, choice of 10, price £650-£750.

1949-48 A.E.C. Regals with Harrington 32-seater coach bodies, high-backed coach seating, fitted A.E.C. 7.7 unit, certificate of fitness 1963, choice of 15, price £350-£400.

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1950 A.E.C. Regal Mk. III, air pressure brakes, preslector gearbox, chassis reconditioned and fitted with Yates 35-seater Riviera body 1956, quarter lights, top sliders, lift-up vents, in-swing parcel racks, central heating, certificate of fitness 1966. Choice of two.

1950 A.E.C. Regal Mk. II, air pressure brakes, preslector gearbox, chassis reconditioned and fitted with Yates 35-seater Riviera body 1957, quarter lights, top sliders, lift-up vents, in-swing parcel racks, speech amplification, central heating, certificate of fitness 1964.

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IMMEDIATE delivery of the following high-class second-hand coaches—

1961 FORD Thames Trader, 41-seater Duple, 2-speed axle, glass roof quarters, heaters, wireless, red interior, grey and pink exterior, exceptional condition, as new, certificate of fitness January, 1964, £3,650.

1959 BEDFORD SBI diesel, 41-seater Duple, many extras, sun visor, green interior, light and dark green exterior, one owner, certificate of fitness January, 1966, value £3,950.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, glass roof quarters, heaters, really clean coaches, choice of two, £2,975.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, many extras, used only on high-class touring work, green interior, grey, green, cream exterior, immaculate, certificate of fitness 1966, choice of two, £2,950.

1959 BEDFORD Plaxton C-type diesel 41-seater, automatic lubrication, glass roof quarters, red-black interior, light and dark green exterior, used only on touring, very clean, certificate of fitness 1966, £3,150.

1958 BEDFORD petrol, 41-seater Duple Super Vega body, red interior, light and dark green exterior, £2,425.

1957 BEDFORD, fitted new Bedford 100-cu.-in. diesel engine, Duple 41-seater Super Vega body, red interior, £450.

1957 BEDFORD petrol, 37-seater, blue interior, blue and grey exterior, one owner only, above average condition, £2,400.

1956 BEDFORD petrol engine, Duple 41-seater, red interior, one owner, very clean, used seasonal work only, red-cream exterior, certificate of fitness May, 1965, choice of two, £2,975.

1955 DAIMLER Freeline, Duple Elizabethan 41-seater, red interior, maroon exterior, ex-Show model, certificate of fitness May, 1965, £2,000.

1954 BEDFORD Vegas 36-seater, red interior cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1953 BEDFORD petrol Burlington Seagull 35-seater, corner seat, exceptional condition, Perspex canopy, lift-up vents, autumn tint interior, cream exterior, certificate of fitness June, 1963, £1,450.

1952 DENNIS J10A chassis, full-fronted Strachan body, 37-seater, green interior, certificate of fitness 1962, £1,500.

1952 BEDFORD Duple Super Vega 37-seater, corner seat, red interior, brown-yellow exterior, certificate of fitness June, 1962, £975.

1951 DENNIS Falcon, 35-seater Plaxton body, 51-litre, 2-speed axle, red interior, £675.

1950 AUSTIN 32-seater Kenex full-front body, red interior, certificate of fitness 1963, £295.

WE cordially invite all operators in the West of England and South Wales to an Exhibition of Bedford coaches at Bristol from November 13 to 24. In conjunction with our associates, Messrs. Welch and Co., Ltd., of Bristol, we are holding an exhibition of new coaches on Bedford passenger chassis, at the premises of Messrs. Welch and Co., Ltd., North St., Bedminster, Bristol.

THE new SB5 330-cu.-in. diesel chassis will be available for demonstration. Our Mr. E. Waterman, together with the staff of Messrs. Welch and Co., Ltd., will be pleased to discuss your requirements for the coming season.

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NEW 1962 model BEDFORD SB5 (330 cu. in. diesel) 41-seater Plaxton Embassy.

NEW 1962 model BEDFORD J2 diesel 18-seater Plaxton Embassy.

NEW 1962 model COMMER-KARRIER (14 h.p. petrol), 14-seater Plaxton Embassy.

NEW FORD Trader diesel 41-seater Plaxton Embassy, certificate 1965, on available.

1959 BEDFORD SBI, petrol 41-seater Duple Super Vega, choice two, Triplex quarter lights, heater radio, immaculate condition. (One ft. 6 in. wide.)

1958-57 BEDFORD SBI petrol 41-seater Duple Super Vega, heaters, choice four.

1958 Duple Super Vega, heaters, choice six.

1957 COMMER TS3 diesel 41-seater, Beadle Rochester, certified 1964, heater.

1955 BEDFORD SBI, petrol 41-seater Burlington Seagull, grey-blue, certified 1966.

1954 GUY Arab (Gardner 6LW), 41-seater Burlington Seagull, heater, radio, 2-tone grey.

1954 A.E.C. Reliance (7.75), 41-seater Burlington Seagull, heater, radio, 2-tone grey.

1953 BEDFORD SBI petrol 33-seater Duple Vega Plaxton Envoy, Yeates, Burlington and Gurney Nutting, choice several, all certified.

1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1963, heater fitted, dual blue.

1952 A.E.C. Regal Mark IV (9.6-litre) 41-seater Burlington Seagull, heater, radio, choice two.

1952 COMMER petrol 18-seater 14-seater, cream and red, heater, certified 1962, £750.

1951 LEYLAND Royal Tier (9.8-litre), 31-seater, Burlington Seagull, cream-red, heater, radio.

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COACHES.

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LEYLAND PD2/3

FULL-FRONTED

SUPER LUXURY COACHES,

LOW-BRIDGE 49 SEATERS,

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LOW-BRIDGE double-deck coaches.

8-FT. wide coachwork by East Lancashire Coachbuilders. Perspex sliding roof lights, efficient interior heating system, enclosed rear platforms, specially constructed for long-distance travel, all vehicles are certified, seating can be increased if required to 53-seaters.

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1961 JUNE BEDFORD.

POWERED LEYLAND COMET ENGINE.

YEATES FIESTA 41 SEATS.

BEAUTIFUL coach, as new, mileage 12,000, interior trim, red-figured moquette, exterior colours off-white and primrose, wireless, heater, etc., certificate of fitness June, 1968. Special bargain, can be inspected at the address above.

1947 LEYLAND PD1, 7.4-litre oil engine, high-bridge 56 seats, double-deck, coachwork by Massey, just released from service, certified, choice of five, from £250 each.

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LARGE quantity of new spares; engines, gearbox, chassis and parts. List sent on application. These parts are offered at greatly reduced prices.

ENGINES. **ENGINES.** **ENGINES.**
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NEW in stock, M.O.S. reconditioned petrol engines, Bedford 28 h.p. Morris 6-cylinder 25.1 h.p. CL and CB types, complete including clutch. All packed in separate weatherproof wooden cases.

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NEW AND USED BEDFORD COACHES.

ALL THESE VEHICLES ARE IMMACULATE AND WELL RECOMMENDED.

NEW BEDFORD SB5, fitted with Burlington Gannet 41-seater body, 2-speed axle, finished in red and beige, radio SA, heater, roof quarter lights, for immediate delivery.

1954 BEDFORD, petrol, 35-seater Plaxton, finished in black and silver grey, red interior, radio and heater, certificate of fitness March, 1964.

1954 BEDFORD, petrol, 36-seater Burlington, repainted cream, retrimmed in maroon, radio and heater, certificate of fitness 1964.

1952 BEDFORD, petrol, 33-seater Duple Vega, roof quarter lights, finished in red and cream, reconditioned engine, just fitted, being re-certified.

1954 DAIMLER CDU6, fitted Burlington 35-seater full front, finished in blue and white, heaters, certificate of fitness, April 1964; choice of three.

1950 A.E.C. 9.6, Harrington, crash box, 35-seater, radio, heater, finished in cream, certificate of fitness, 1964.

HIRE PURCHASE FACILITIES.
PART EXCHANGE. 935-86

YORK BROS. (NORTHAMPTON), LTD.
5 DERNGATE,
NORTHAMPTON.

1958 BEDFORD SBI Duple 41-seater, certificate to 1965, excellent condition, choice of five, £2,100 each.

1954 BEDFORD SBI Duple 36-seater, certificate to 1964, excellent condition, one only, £1,500.

1952 LEYLAND Royal Tier, Burlington 39-seater, certificate to 1962, excellent condition, choice of two, £850 each.

1953 LEYLAND Royal Tier, Burlington 39-seater, certificate to 1963, excellent condition, one only, £1,000.

THESE vehicles are all on private hire and can be seen by appointment at the above address. 936-6597

Used Passenger Vehicles (contd.)

FRANK COWLEY.
200
BUSES AND COACHES
ACTUALLY IN STOCK AND READY
FOR
IMMEDIATE SERVICE

- 1959** 60 BEDFORD 41-seater Duple full luxury coach, unmarked, £2,450.
1956 BEDFORD 37-seater Duple full luxury coach, very clean and ready for immediate work, £950.
1955 BEDFORD 37-seater Burlingham full luxury coach, a very clean and sound machine, £850.
1954 BEDFORD 37-seater Duple full luxury coach, immaculate throughout, £750.
1954 A.E.C. Mark IV under-ensined full luxury 39-seater coach, certified 1964, choice of four, £1,150 each.
1951 LEYLAND PD2-3 low-bridge double-deckers, Leyland 600 engines, full front and fully enclosed at rear, these machines are definitely unmarked inside and out and are in super mechanical condition, certified 1962-63-64; choice of 20.
1949 BRISTOL low-bridge double-deckers in almost new condition, all certified, £295 each; choice of 25.
1948 49 LEYLAND PDI low-bridge double-deckers, these machines must be seen to be believed for their excellent clean sound condition, all certified, choice of 10, £375 each.
1949 A.E.C. high-bridge double-deckers, all with 9.6 engines and full air brakes, good clean serviceable machines, £325 each.
1944 45-46 GUY low-bridge double-deckers, all with 1952 all-metal bodies and Gardner 5LW and 6LW engines; choice of six, £275 each.
1950 A.E.C. 33-seater dual-purpose bus and coach, all definitely unmarked and certified 1965, £450 each.
1949 A.E.C. 35-seater service buses, all in super condition bodily and mechanically, 7.7 and 9.6 diesels, choice of eight, £295 each.
BRISTOL 35-seater service saloons, all immaculate throughout, Gardner 5LW, A.E.C. 7.7 and Bristol A.V.W. engines, a very super fleet of vehicles, choice of 18, £325 each.
VERY special left-hand drive Continental 33-ft.-long super luxury underfloor-engine SENTINEL coach, fitted with air conditioning system throughout, ideal for export or overseas tours, air brakes, overdrive top gears, good tyres, etc., £750, well worth £1,750, one and one only.
ALL the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

FRANK COWLEY.

3 BLACKFRIARS ROAD,
SALFORD, 3.
PHONE, MANCHESTER BLACKFRIARS 7577 AND
BLACKFRIARS 1048. 935-508

DON EVERALL (COMMERCIAL VEHICLES),
LTD.

34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

SEE SEPARATE ADVERTISEMENT UNDER COMM.

NEW 1961 BEDFORD diesel, 5-speed box, 41-seater
Burlingham coach, immediate delivery, special price
to clear.

- 1960** FORD Thames 41-seater Duple coach, radio, heaters, Formica panels, etc., £3,000.
1959 BEDFORD 37-seater Duple coach, Duple coach, blue and cream exterior, new engine fitted, £2,850.
1958 BEDFORD petrol 41-seater Duple coach, £2,350.
1955 BEDFORD petrol 36-seater Burlingham coach, certified 1965, £1,650.
1954 SENTINEL 4-cylinder diesel 40-seater service bus, front entrance, certified 1964, £550.
1954 BEDFORD petrol 36-seater Burlingham coach, certified 1964, £1,250.
1953 BEDFORD petrol 35-seater Burlingham coach, certified 1963, £1,000.
1953 BEDFORD petrol 35-seater Duple coach, certified 1963, £1,100.
1952 DAIMLER Freeline 43-seater Metalcraft coach, certified 1962, £1,600.
1951 DAIMLER CV26 37-seater Wilkes and Meade coach, certified 1964, very clean, £600.
1950 BEDFORD petrol 29-seater Duple Vista coach, certified 1964, £475.

END OF SEASON SALE.

NOW IS THE TIME TO BUY.

ALSO LARGE SELECTION OF 33-SEATER
DIESEL VEHICLES ALWAYS IN STOCK.

Wolverhampton 27081.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

DON EVERALL (COMMERCIAL VEHICLES),

LTD.

935-68

PEARL GARAGES, LTD.

- NEW FORD** Thames diesel coaches, 1962 model, 41-seater Burlingham Gannet bodies, early delivery, 9.6 33-seater, full front, 1950, certificate of fitness to 1963.
A.E.C. Lancet 35-seater half-cab, 1947, certificate of fitness to 1964.
DENNIS Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.
DENNIS Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.
BEDFORD Vistas, 29-seaters, certificates of fitness, choice of three from £300.
REASONABLE offer accepted for any of the above.
37 SOUTH EALING RD., London, W.5. Ealing 9046, 935-8

Used Passenger Vehicles (contd.)

ALF MOSELEY, LTD.
FORD THAMES P.S.V. DEALERS.

- 1960** FORD Thames Duple 41-seater, blue interior, heaters, Formica canings, etc., exterior two shade blue with K-type mouldings, choice of two, £3,200.
1959 BEDFORD (diesel) Harrington Crusader 41-seater, maroon interior with heater, exterior grey-green and maroon, certified February, 1966, £2,950.
1959 BEDFORD (petrol) Duple Super Vega 41-seater, red-grey interior with heaters, exterior cream and maroon, certified March, 1966, £2,850.
1958 BEDFORD (petrol) Duple Super Vega 41-seater, red interior, with heaters, exterior 2-tone blue, certified March, 1965, £2,650.
1957 BEDFORD Duple Super Vega 41-seater, red-fawn interior, with heater and radio, exterior cream-red, certified April, 1964, note the price, £2,485.
1956 BEDFORD Yeates Riviera 41-seater, red interior, with heater, radio and top sliders, exterior cream and red, certified March, 1966, £2,250.
1955 BEDFORD Burlingham Seagull 36-seater, red interior, with radio, heaters, etc., exterior red and cream, certified February, 1965, £1,785.
1955 FODEN (Gardiner) ACB 41-seater luxury coach, glass roof quarters, radio, heaters, etc., exterior brown and fawn, certified 1965, £1,885.
1953 FODEN Comet Duple full-front 36-seater, green-fawn interior, with heater, exterior cream-black, certified April, 1964, £885.
1952 BEDFORD Duple Super Vega 35-seater, luxury seating in blue, heater, exterior repainted cream and red, width 8 ft., certified May, 1962, £1,285.
1951 A.E.C. Mk. IV Burlingham Seagull 39-seater, maroon seating, heating and top sliders, exterior grey and red, engine fully reconditioned by A.E.C., certified June, 1965, £1,585.
1951 LEYLAND Royal Tiger Bellhouse-Hartwell 41-seater, red interior with heaters, exterior grey and red, certified 1963, £985.
1951 A.E.C. Mk. III (7.7) Burlingham full-front 33-seater, red interior with heater, etc., exterior red and black, certified March, 1964, £785.

K'NIGHTHORPE ROAD.

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

935-449

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

NEW REDUCED PRICES.

WE ARE NOW TAKING ORDERS FOR 1962 MODEL
COACHES.

- 1960** FORD 41-seater Duple, in excellent condition, wireless, heaters, etc., £2,950.
1959 COMMER TS3, 5-speed gearbox, air brakes, 36-seater Duple Continental body, £2,450.
1958 COMMER TS3 41-seater Plaxton, choice of two, £2,450.
1958 BEDFORD Burlingham 41-seater, immaculate, £2,400.
1957 COMMER TS3 41-seater Plaxton, wireless, heaters, £2,650.
1957 BEDFORD Duple 41-seater, wireless, heaters, certificate of fitness 1964, £2,150.
1956 COMMER TS3, 41-seater Duple body, 2-speed axle, certificate of fitness 1966, £1,925.
1956 BEDFORD 41-seater Duple, wireless, P.A., £1,925.
1955 BEDFORD 36-seater Plaxton, 7 ft. 6 in. wide, certificate of fitness 1965, £1,475.
1954 BEDFORD 36-seater, choice of two Duple and Yeates bodies, one at £1,185 and one at £1,450.
1952 BEDFORD 35-seaters, Duple and Plaxton, choice of two, £775.
1952 A.E.C. Mk. 4 41-seater Burlingham body, wireless, heaters, recently been recertified, £1,175.
1951 LEYLAND Royal Tiger, 41-seater Harrington bodies, choice of two, £875.

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

AFTER HOURS, WOLVERHAMPTON 36833.

935-128

LES GLEAVE, LTD.,

FOURWAYS GARAGE.

ARCLID, NEAR SANDBACH, CHESHIRE.

Phone, Smalwood 225, 226.

WE ARE NOW TAKING ORDERS FOR

1962 MODEL COACHES.

- 1959** FORD Harrington 41-seater, heaters, etc.
1959 BEDFORD Plaxton 41-seater, heaters, etc.
1958 BEDFORD Plaxton 41-seater, heaters, etc.
1958 BEDFORD Duple 41-seater, heaters, etc.
1956 BEDFORD Burlingham 41-seater, quarter lights, tubular racks, heaters, etc.
1956 BEDFORD Plaxton 41-seater, heaters, etc.
1955 COMMER TS3 38-seater.
1954 BEDFORD Duple 38-seater, diesel.
1954 A.E.C. Mark IV, 41-seater Plaxton, heaters, etc.
1954 SEDDON, 41-seater Plaxton, heaters, etc.
1951 BEDFORD, 33-seater Plaxton, radio and heaters.
VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, LTD.,

FOURWAYS GARAGE.

ARCLID, NEAR SANDBACH, CHESHIRE.

AFTER 5 P.M., PHONE SANDBACH 881 OR

SWINTON 2932. 935-220

Nov. 17, 1961—THE COMMERCIAL MOTOR 67
(Supplement)

Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

DIESEL.

- 1960** April, BEDFORD 41-seater Super Vega, £3,195, grey-pink.
1959 May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.
1959 March, BEDFORD-LEYLAND 40-seater Super Vega, £3,150, blue-grey.
1958 April, BEDFORD 41-seater Super Vega, £2,750, red-ivory.
1958 April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.
1953 July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

PETROL.

- 1959** May, BEDFORD 41-seater Super Vega, £2,795, blue-grey.
1958 June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.
1958 May, BEDFORD 41-seater Burlingham, £2,595, maroon-cream.
1957 April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.
1956 March, BEDFORD 41-seater Super Vega, £2,095, green-cream.
1955 April, BEDFORD 38-seater Super Vega, £1,695, green-ivory.
1954 April, BEDFORD 38-seater Super Vega, £1,550, red-cream.
CHOICE of several of each vintage in stock!

935-154

W. S. YEATES, LTD.,

DERBY ROAD, LOUGHBOROUGH.

NOW is the time to come and see Yeates of Loughborough for a very good second-hand luxury coach. There is an excellent selection of all types at lowest ever prices. We carefully check and service these coaches before offering them for sale—it has long been known that a Yeates second-hand luxury coach offers very best value for money. We offer very good part-exchange facilities and hire-purchase arrangements. For full list please write or phone.

DELIVERY from stock of all types of new coaches—Bedford, A.E.C. and Commer, Yeates, Duple and Burlingham—for delivery now at pre-increase prices, offering savings on new prices of up to £150.

YEATES now offer a unique range of coachwork for every possible requirement. Apart from supplying every type of chassis and body, including Duple, Plaxton, Burlingham, etc., we also invite your consideration of the very successful new front-entrance Bedford 44-seater luxury coaches and service buses which are available only from Yeates. Production of these types is strictly limited so we do ask for orders for these very soon if you would require delivery before April next year. We are also pleased to show you details of a very interesting range of coachwork to the new 36 ft. by 8 ft. 2½ in. regulations.

THE ONLY COMPLETE SERVICE TO

COACH OPERATORS

THROUGHOUT GREAT BRITAIN.

W. S. YEATES, LTD.

PHONE, LOUGHBOROUGH 4321 (P.B.X.).

935-923

LEMANS OF LEICESTER, LTD.,

(LATE HAMBLINS GARAGE),

THE SMALL COACH SPECIALISTS.

HAVE THE FOLLOWING

VEHICLES FOR SALE.

- 1960** TROJAN 14-seater coach, finished in cream and blue, with blue trim, certificate of fitness until 1967, this vehicle is in new condition, has only done 12,000 miles from new.
1959 MORRIS Mini bus, 12-seater, side-facing seats.
1959 AUSTIN Mini bus, 12-seater, side-facing seats.

WE are taking delivery in a few days of a 1960 BEDFORD diesel 12-seater Mini bus, full facing-forward seats, finished in dark blue with red trim, this vehicle is in very nice condition, being carefully used and well maintained, low mileage and ready for immediate work.
HIRE-PURCHASE arranged and generous allowances on part-exchange vehicles.

CONTACT US WITHOUT DELAY.

LEMANS OF LEICESTER, LTD.,

498 MELTON ROAD,

LEICESTER.

Phone 61228-9. 935-82

1952 1955 1956

LEYLAND COACHES.

1953

BEDFORD COACH.

BODIES BY HARRINGTON AND DUPLÉ.

THESE COACHES ARE IN PERFECT CONDITION
AND CARRY GOOD CERTIFICATES OF FITNESS.

1948 FODEN 6LW ENGINE, WINDOVER BODY.

STOCKLAND GARAGE.

MARSH HILL, ERDINGTON,

BIRMINGHAM.

Phone, Erdington 2488. 935-15

453

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., LTD.

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Bradford 681144-9.

OFFER FOR
IMMEDIATE DELIVERY
LARGE STOCKS OF
LUXURY COACHES.

CHOICE of 1959-60 BEDFORD and FORD diesels fitted with Plaxton, Duple and Burlingham bodies. LEYLAND Royal Tigers and A.E.C. 41-seaters, all carrying good certificate of fitness from 4850 each. Number of T33 COMMER 1955-56 41-seater Plaxton, immaculate condition. Further 30 coaches including Maudslay, Dennis, Leyland, Foden and Commer, prices ranging from £150 each. SPARES for all types of passenger vehicles.

PLEASE APPLY FOR LIST.
PART-EXCHANGES. HIRE-PURCHASE.
NIGHT PHONE: CLECKHEATON 2461-2.

MIRFIELD 2370.
WALES: R. COWDELL, NEWPORT 59866. 935-494

E. BYNG AND SONS, LTD.

P.S.V. OPERATORS,
291 FRATTON ROAD,
PORTSMOUTH.
Phone 23122.
Evenings, Cosham 70083.

We have the following vehicles of our own for sale. H.P. arranged.

1961 BEDFORD diesel 41-seater Duple, registered July, 1, 1961, red interior, certificate of fitness, £3,200.
1961 BEDFORD diesel 41-seater Plaxton C type, red interior, one only, £3,300.
1958 BEDFORD petrol 41-seater Duple, grey and red interior, certificate of fitness 1965, £2,200.
1955 COMMER T33 39-seater Duple, autumn tint interior, certificate of fitness 1965, £1,700.
ALL the above vehicles are fitted with heaters and many extras, exterior colours are finished in two shades of blue. 935-441

W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS,
STATION BRIDGE, WEALDSTONE,
MIDDLESEX.

1951 MAUDSLAY 39-seater coach, certificate of fitness 1961.
1949 BEDFORD O.B. Thurgood 29-seater, uncertified, 10 years' M.O.T. certificate, suitable for workmen or mobile shop.
1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.
PHONE, HARROW 1031. 935-160

1948 BRISTOL 33-seater, A.E.C. 7.7 engine, E.C.W. body, certificate of fitness 1964, choice of two.
1950 BRISTOL 33-seater coach, AVW engine, Wind-over body, certificate of fitness 1965.
1952 SENTINEL 44-seater service bus, 6-cylinder engine, all-metal body, certificate of fitness 1962.
JORDAN'S MOTOR SERVICES, Blakenavon, Mon. Phone 203. 935-886-49
FOR sale owing to take-over of business. Two 1952 Albion Victors, 31 seats, Duple bodies, oil engines. Two Austin, 29-seat Plaxton bodies, petrol. One Bedford 29-seat Wadham body, petrol. No reasonable offer refused. George Digby, Chapel Rd., West Bergholt, Colchester. 935-186

Used Passenger Vehicles (contd.)

TRANSPORT (PASSENGER EQUIPMENT), LTD.

1949 LEYLAND PSI single-deck service saloons, certificates of fitness 1963, 34 seats, C. H. Roe body.
1949 GUY Arab 5LW Gardner service saloons, single-decker, C. H. Roe body, certificate of fitness 1962.
1948-49 DENNIS Lancet 5LW Gardner single-decker service saloons, C. H. Roe bodies, certificate of fitness 1962.
1943 GUY Arab 6LW Gardner double-deckers, Northern Counties bodies, certificate of fitness 1964.
1943-45 DENNIS Lancet 6LW Gardner double-deckers, Northern Counties bodies, certificates of fitness 1962-64.

OAK HOUSE,

BRUNSWICK STREET,
MACCLESFIELD.
Phone 4433. 935-236

LANCASHIRE MOTOR TRADERS, LTD.

419 MANCHESTER ROAD,
HOLLINWOOD,
OLDHAM, LANCs.
Phone, Failsforth 5601.

1961 BEDFORD SBI 41-seater Duple Super Vega, red interior, cream and red exterior, heater, etc., choice of three, £3,300.
1960 BEDFORD SBI 41-seater Duple Super Vega, red interior, cream and red exterior, fitted Eaton 2-speed, heater, etc., choice of six, £3,100.
1960 FORD Thames Trader 41-seater Burlingham, red interior, grey and red exterior, heater, etc., £2,950.
1959 BEDFORD, Leyland Comet engine, 41-seater Yeates Europa, red interior, maroon exterior, fitted glass quarters, in-swing racks, radio, heaters, etc., beautiful order, £2,950.
1956 COMMER T33 41-seater Duple Super Vega, autumn tint interior, brown exterior, fitted Eaton axle, K and M heater, etc., certificate of fitness 1966, £2,200.
1950 A.E.C. 9.6 33-seater Duple, full front, interior drive, fitted glass quarters, lift up roofs, red interior, grey and red exterior, certificate of fitness 1964, £350. 935-442

PERCY D. SLEEMAN, LTD.

LONDON COMMER DEALERS.

COMMERCIAL PSV 11-seater de luxe, ex stock.
1957 COMMER Beadle 41-seater, front entrance, certificate of fitness 1965.
1955 A.E.C. Reliance 41-seater, all-metal body, glass roof quarters, certificate of fitness 1965.
1955 BEDFORD petrol 38-seater, Duple, glass roof quarters, certificate of fitness 1964, £1,250.
1951 A.E.C. Mk. IV 41-seater Burlingham, certificate of fitness 1964.
1950 ALBION diesel, 31-seater, full front, certificate of fitness 1964, £350.
1959 BEDFORD Dormobile 12-seater, very clean, £425.

38 UXBRIDGE ROAD,

EALING, W.5.
Ealing 7987. 935-124

KINGSLAND AND SONS (CAMBERWELL), LTD.

CHOICE of two 1956 A.E.C., Burlingham body, certificate of fitness 1964, very clean.
1951 MAUDSLAY 37-seater, just been certified for four years.
1952 CROSSLLEY 37-seater Strachan body, certificate of fitness 1962, £600 or near offer.
1947 GUY, 35-seater full front body by Plaxton, 17-cylinder, 1952.
1950 LEYLAND P1, full-front body by Burlingham, certificate of fitness 1963.

246 BROMLEY ROAD,

CATFORD, S.E.6.
Hither Green 4881. 935-177

Used Passenger Vehicles (contd.)

LUTON COMMERCIAL MOTORS, LTD.

THAMES HOUSE
DUNSTABLE.
MAIN FORD DEALERS.

1961 Thames Plaxton 41-seater, radio and many extras.
1960 BEDFORD SBI Duple 41-seater, 7 ft. 6 in. axle, radio and extras, etc.
1960 BEDFORD SBI Plaxton C-type Consort 41-seater with 5-speed gearbox, choice of two.
1959 BEDFORD Duple diesel 41-seater coach, certificate of fitness 5.5.1966.
1959 BEDFORD SBI Plaxton C-type Consort 41-seater, with radio and many extras.
1956 (Registered October, 1955) BEDFORD 41-seater Duple, certificate of fitness 1965.
1955 BEDFORD Duple 36-seater, with many extras and certificate of fitness 1964 (December).
1954 BEDFORD R6 Mk. II Duple 38-seater, many extras.

PHONE, DUNSTABLE 64381.

(FIVE LINES.) 935-361

ERRINGTONS OF EYINGTON, LTD.

NEW BEDFORD (300) diesel Duple 41-seater, bargain price.
1955 A.E.C. Reliance Burlingham 37-seater, certified 1965.
1953 BEDFORD Duple Super Vega 35-seater, certified 1963, £1,175.
1952 BEDFORD Duple Vega 33-seater, radio, heaters, £850.
1952 DENNIS-Lancet, Yeates full-fronted body, 37-seater, certified 1962, £575.
1947 LEYLAND PSI Burlingham 33-seater, certified 1962, £250.

PART-EXCHANGE, HIRE-PURCHASE.

EYINGTON, LEICESTER.

Phone 38102-3. 935-263

J. LLOYD AND SON, LTD.

AVENUE ROAD,
NUNEATON.
Phone 2086 and 3603.

1952 LEYLAND, fitted with PSI engine, full-fronted Beadle body, 35 full luxury seats, certificate of fitness 1966, choice of five, price £350.
1947-8 A.E.C. 7.7 32-35-seater Duple body, certificate of fitness 1963, price £200-L300.
SEVERAL LEYLAND buses, all with certificates of fitness, price £100-£250.
FOR full particulars apply:
J. LLOYD AND SON, LTD., Avenue Rd., Nuneaton. 935-133
Phone 2086 and 3603.

FRONT-ENTRANCE service buses, converted to one-man operation, also general body repairs. Richard Little, Gillibrand St., Walton-le-Dale, near Preston. Phone, Preston 56772. 938-6006

NEW PASSENGER VEHICLES

AUSTIN

P.S.V.s in stock, including new AUSTIN 152 Kenetech, £850. Also the new J4 12-seater Kenetech.
FOLKESTONE MOTOR CO., LTD. Folkestone 2244. 935-47

COMMERCIAL

NEW COMMERCIAL diesel 12-seater P.S.V. (with certificate) Marshall conversion, Westminster green, flat price, immediate delivery. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 935-130

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and E. Midlands. Early delivery Kombi, Microbus, van, pick-up, 129 Old Brompton Rd., S.W.7. Fre 7711. 444-918

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

LIMESPREADERS, 4 x 4 Austin, 6 x 4 Studebaker, Pbs, Kenwall bodies, £235 each. Headcorn (Kent) 256. 935-x886-47

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 444-882

DODGE, 1960, Leyland tractor unit, with fifth-wheel coupling, vacuum brakes, York 12-ton trailer to suit 25-ft. platform body.
YORK, 1960, self-motorized tipping trailer, double-drop-side with solid extensions, 20-ft. long, fitted S.A.E. coupling.
BARNARDS, Stowmarket. Phone 621. 935-13

A54

Miscellaneous Vehicles (contd.)

L. F. DOVE (C.V.), LTD.

AUSTIN AND BROCKHOUSE DISTRIBUTORS.

AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £995.
IMMEDIATE delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres and a Brockhouse automatic interchangeable coupling.
IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop-frame, with automatic coupling.
L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon, Addiscombe 3131. 935-444

1959 FORD Trader 6D tractor unit with S.A.F. coupling and 23-ft. drop-sided semi-trailer, 8.25 Michelin tyre equipment all round, in good condition, £750.
BOTWOODS, Majors Corner, Ipswich. Phone 52271. 935-19

Miscellaneous Vehicles (contd.)

1953 LEYLAND Octopus 3,600-gal. spirit tanker with pump, choice of 10.
1952 A.E.C. 9.6 engine 3,600 spirit tank with pump.
1952 ALBION 1,500-gal. 4-compartment spirit tankers, choice of four.
1956 BEDFORD artic., 2,400 gal. four compartments with pump, choice of three.
1952 COMMERCIAL 1,800-gal. spirit tanker, four compartments.
1956 B.M.C. 1,200-gal. fuel, oil or spirit tanker.
1954 BEDFORD, 1,500 gal., three compartments.
LEYLAND Comet 1,500-gal. 3-compartment spirit tank.
1950 Austin, Bedford 1,000- and 1,200-gal. petrol or diesel with or without pumps, from £150 to £225 each, choice of 50.
SEVERAL vehicle and storage tanks from 800 gal. to 4,000 gal.
H. F. A. DOLMAN, 215 North Rd., Southend-on-Sea. Phone 43262. 935-431

Miscellaneous Vehicles (contd.)

WHALEBONE MOTORS, LTD.

1958 BEDFORD Comet, fifth-wheel coupling, 25-ft. Scammell trailer.
1958 BEDFORD Comet, fifth-wheel coupling together with 10-ton low-loading trailer, knock-out axle.
1958 BEDFORD Comet, Scammell coupling together with 10-ton low-loading trailer, knock-out axle, fitted winch.
ALBION Clydesdale, fifth-wheel coupling, semi-drop frame van trailer, side loading, roller shutters.
1960 BEDFORD Comet unit, Scammell unit, 300 engine, 2-speed axle, new 25-ft. trailer.
1957 LEYLAND Comet unit, Scammell coupling, new 25-ft. trailer.
1952 ATKINSON tractor unit, Carrimore-Scammell coupling.
SCAMMELL tractor unit, 40 x 8 tyre equipment, together with Scammell tandem axle trailer.
NUMEROUS trailers in stock.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 935-455

1960 TK 12-ton unit, S.A.E. coupling, Leyland engine, 5-speed gearbox, Waltham Cross 22142. 935-122

SCAMMELL Scarab 3-ton petrol unit with trailer, in good condition.
SCAMMELL Scarab 3- and 6-ton diesel or petrol units, in good condition.
CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. Clerkenwell 7456. 935-153

DENNIS Centaur and semi-low-load trailers, 8-10-ton, 1625.
1946 SCAMMELL 25-ton low-loader, 6LW, 20-ft. well 4-in-line, knock-out, £1,500.

LANGLEY MILL COMMERCIAL VEHICLES, LTD., Langley Mill 2623. 935-199

1954 COMMER Superpoise tractor, good P6 engine, Eaton axle, 34 x 7 tyres, with 20-ft. Hands drop-side trailer, good condition, 8.25 x 20 tyres, £200.
1951 Jen-Tug with two 13-ft. trailers, £100. Barker's Garage, Corringham, Gainborough, Lincs. Phone, Corringham 263. 937-6601

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-281

NEW 8-, 10- and 12-ton BEDFORD TK model tractors.
NEW Scammell trailers, automatic and fifth-wheel coupling.

USED vehicles; bodywork; road tankers, etc.

ESTIMATES and demonstrations.

INQUIRIES to—

E. J. BAKER AND CO. (DORKING), LTD.

HIGH STREET,
DORKING, SURREY.

Phone, Dorking 3822 (five lines). 935-527

1961 March, AUSTIN diesel prime mover, fifth-wheel coupling, with Tasker 10-ton 23-ft. drop-side trailer, low mileage, condition as new, £1,450.
H. SPARSHATT AND SONS, LTD., London Rd., J. Hilsa, Portsmouth. Phone, Portsmouth 60361. 935-315

BEDFORD 1958 D-type Scammell unit, £275.
JACKBERRY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 935-309

Articulated Vehicles Wanted

WANTED, A.E.C. Mandator articulated vehicle or tractor. Full particulars and price to: Spiers Road Services, Old Broughton Rd., Melksham, Wiltshire. Phone, Melksham 2424. 936-6558

SCAMMELL Highwayman, fitted with 6LX, will consider other tractors fitted with 6LX also, 17-20 tons iron-tone semi-trailer, Box CM346, care of "The Commercial Motor." 935-6571

BREAKDOWN VEHICLES

MACK 6 x 6 chassis and cab, petrol engine, unregistered, £235.
ONE heavy-duty towing ambulance, twin solid tyres, apparently unused, £70.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255-6. 935-884

1954 BEDFORD breakdown truck, fitted hydraulic lifting gear, very clean, and good mechanically. £395. Wooddeals Motors, 867 Chesham Rd., Sheffield. Phone 54543. 935-20

BEDFORD QL 4 x 4 with winch, first class.

MERTON ENGINEERING CO., LTD., Fagus Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 935-174

FORD 4 x 4 breakdown with Ford diesel engine, winch, 21-ton crane, all in good working order, £450. S. W. Brisbane and Son, Ltd., Knighton, Radnor. 936-A8676

A.E.C. Matador 656, 7.7 diesel engine, fitted winch, 14.00 x 20 tyres, fully floating axle, type suitable for mobile crane or breakdown vehicle, £750. Apply, Frating Works, Frating, near Colchester. Phone, Great Bentley 230. 935-368

CHEVROLET 4 x 4 with heavy-duty double-life crane, £105 o.n.o. Lawrence, Alfreton, Derby. Phone 505. 935-370

Miscellaneous Vehicles (contd.)

CARS FOR SALE

1956 HUMBER Pullman hearse, £1,375.

1953 Super Snipe, £1,250.

1952 Sheerline, £1,700.

1951 Super Snipe, £1,250.

ALL new bodies.

SEVERAL second-hand hearse in stock.

K.W. BODIES, LTD., Coachbuilders, Wakefield Rd., Bispham, Blackpool. Blackpool 51910. 935-259

CATTLE CONVEYORS AND HORSEBOXES

1957 GUY Warrior 3-deck 20-ft. cattle truck, container body, 9.00 x 20 tyres, £575 or H.P. terms arranged.

HILLS DIESELS, LTD., Port St., Piccadilly, Manchester, 1. Central 1341. 935-347

DUMPERS

MUIR-HILL dumper, diesel, 3 cu. yd., needs slight attention, bargain, £150. Phone, Birmingham 3467. 935-380

Dumpers Wanted

HEAVY rock dumper, A.E.C. or Foden class, state condition and price. Phone, Stourbridge 3131. 935-53

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £255. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 9046-8. 935-385

EXHIBITION VANS

1957 Karrier Bantam diesel, repainted and reconditioned; 1957 Commer diesel, repainted. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 935-50

EX-W.D. VEHICLES

A.E.C. Albion, Austin, Bedford, F.W.D., Maidsley. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles, spares and tyres.

J. H. ROLLASON, Yokesford Hill, Romsey, Hants. Phone, Brainfield 395. 935-816

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.

COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 113. 935-668

MINISTRY reconditioned vehicles. Austin 6 x 4 and Bedford QL tipper; Bedford 1- and 3-5-ton; Bedford QL 4 x 4 (wheels available); Bedford tankers; Austin Lodestar long-wheelbase; trailers, tyres, etc. Agricultural Vehicles -24 Third Arc Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxford. 937-6560

A.E.C. Matador, 4 x 4, full air brakes, low mileage, Northam. Southampton 26590. 935-405

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £350. Two-year guarantee.

FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 935-0780

AUSTIN, B.M.C. 5.1-litre diesel engine, 1,300-cu.-ft. capacity, excellent condition throughout, walk-in tail-board, £900. Apply Frank Porter, Ltd., 77 London Rd., Derby. 935-6535

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 152 chassis with large capacity Luton body, available.

AUSTIN 5200 chassis cabs, petrol, diesel, fitted with 600 c.c. Luton bodies.

AUSTIN 1200 chassis-cab fitted with a Luton body, approximately 700 c.c.

AUSTIN 3-ton chassis-cab, petrol, fitted with a Luton body, 1,075 c.c.

AUSTIN 5-ton chassis-cab, diesel, fitted with a Luton body, 1,250 c.c.

ALWAYS a large selection of Austin trucks and vans from 5-cwt. to 5-tons.

H. A. SAUNDERS, LTD.

836 HIGH ROAD,

FINCHLEY, N.12.

Hillside 8822, ext. 22. 935-477

1955, December, FORD 4D 3-ton aluminium body Luton van, 1,000 cu. ft. approximately, in grey primer, tyres good condition, £320. John Bryant and Sons, Ltd., 99 High St., Bromsgrove, Phone, Bromsgrove 2212. 935-28

TRADER, 1960 7-ton 1,250-cu.-ft. alloy Luton, 9.00 x 20 tyres, heater, bathers, radio, low mileage, £1,000 o.n.o.

BEDFORD, 1957 1,150-cu.-ft. Luton, 300 diesel, recent complete overhaul and brakes refitted, 8.25 x 20 tyres as new, an excellent vehicle, £550. Coppermill 4777 and 4713. 935-142

Miscellaneous Vehicles (contd.)

1950 LEYLAND Comet normal-control, 1,290-cu.-ft., taxed to the end of the year, weight 4 ton 7 cwt., in excellent working order, £400. Carter and Edwards, Ltd., Nottingham. Phone 46674. 935-131

1959 Thames Trader Luton van with special detachable body, can be used also as a flat platform vehicle, in good running order, £550, one owner since new, B.M.C. diesel, 950 cu. ft. Luton van, one owner, in excellent order, £400.

1958 RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-291

BUEBIRD "Hi-bulk" Lutons, ex stock. Morris 23 440 c.c., £702 10s., unpainted; 2-ton FG 5200 diesel, 620 c.c., £1,147, unpainted, Croftons. Bishopcote 3393. 935-529

BEDFORD Luton vans, alloy bodies, unladen weight 2 tons, integral cabs and felt-lined raves.

TWO 1951 OB, 1,250 cu. ft., £250 each.

TWO 1952 OL, 1,350 cu. ft., £300 each.

TWO 1952 OL, 1,500 cu. ft., £350 each.

FOUR 1951 A, 1,500 cu. ft., £300-£350 each.

ALEXANDRA, Belmont Avenue, London, N.9. Howard 2211. 935-525

SPARSHATT offer—

1954 AUSTIN 3-ton petrol 850-cu.-ft. capacity Luton van, £135.

1954 BEDFORD 3.4-ton P6 diesel 1,000-cu.-ft. capacity Luton body and engine good, £300.

1954 DENNIS Pax P6 diesel 5-8-ton all-alloy 1,400-cu.-ft. capacity Luton van, good condition, £500.

1955 FORD Thames 4-ton normal-control 4D chassis-cab with Sparshatt 950-cu.-ft. Luton body built 1960, chassis very good, body as new, £550.

J. H. SPARSHATT AND SONS, LTD., London Rd., J. Hilsa, Portsmouth. Phone, Portsmouth 60361. 935-323

1960 KARRIER Gamecock 4-ton diesel boxvan, 8,000 miles, cost new £1,400, one price, £725.

DAWNIER MOTORS, LTD., Ewell 2382. 935-420

1955 MORRIS 5-ton forward-control boxvan, £225.

1947 GUY 3-ton boxvan, £65. Reigate 2263. 935-395

Luton Vans and Pantechnicons Wanted

8- To 10-ton box or Luton van, suitable to pull trailer, Wynn, Southampton Rd., Salisbury. Phone 2850. 935-88730

1957-60 Luton vans wanted, 1,000-1,500 cu. ft. A, and L. Vehicle Supply Co., Gravel Lane, Salford. Phone, Manchester Blackfriars 1511. 935-234

WANTED, 1956 pantechnicon from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 935-372

WANTED, three large-capacity diesel Luton furniture vans. Messhams, Walker St., Liverpool, 6. Phone, 938-6596

MOBILE SHOPS, CANTEENS, ETC.

1960 Karrier Bantam mobile shops, completely equipped; 1960 Thames Trader mobile supermarket with deep freezer, 15-cwt. Thames and Austin 152 unregistered 1960 models at reduced prices. Largest selection of mobile shops in London. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 935-48

1956, September, BEDFORD 15 mobile butcher's shop, complete with refrigeration equipment and all fittings, one owner, £275.

PETERBOROUGH ENGINEERING CO., LTD., 6, Eye Rd., Peterborough. Phone 66161. 935-247

1951 AUSTIN mobile grocery shop, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order, £225. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-287

REFRIGERATED TRANSPORT

INSULATED bodywork with Thermo King refrigeration. Yeovil Sheet Metal Co., Ltd. Yeovil 2091. 935-690

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tank trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 935-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £240; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 935-841

ONE Scammell 2,000-gal. trailer tank, four compartments, very clean condition. Harold Austin Ltd., Langley, Birmingham. 935-6531

1958 ALBION prime mover, Leyland engine, fire-screen and wired for petroleum regulations, fifth-wheel coupler, vacuum brakes, excellent conditions, only £695 for quick sale.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 935-77

950-GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO., LTD., Fagus Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 935-173

1952 MORRIS-COMMERCIAL paraffin tanker, 1,200 gal., three compartments, 500, 400, 300 forward control, rear drum carrier, cheap, must sell, room wanted. Broughton's Whitebirk, Blackburn. Phone 5198. 936-8878

Miscellaneous Vehicles (contd.)

1954 FODEN FG6 articulated stainless-steel lagged 3,500-gallon tandem-axle tanker, in first-class order, one owner since new.

1958 BEDFORD diesel articulated 2,000-gallon milk tanker, in very good order.

1958 BEDFORD diesel articulated 2,000-gallon lagged and lined tanker, in very good order.

1953 BEDFORD 1,250-gallon aluminium tanker, complete with pumps, etc., £200.

1953 BEDFORD 800-gallon stainless-steel tanker with pressure pump, etc., £400.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-286

TWO new Scammell articulators, 3,600 gal., pressure discharge. Near Caledonian 4,000-gal. spirit tanker, lagged. Immediate delivery; will separate either. 1957 Bedford tanker, 2,400 gal., articulated. 1958 Leyland, 3,600 gal., pressure discharge, 1953 pump.

HATTEBROS., Austin Agents, of Grays. Phone, Purfleet 5488. 935-310

VARLEY tanker pumps, type DH100, Harold Aston, Ltd., Langley, Birmingham. Phone, Broadwell 2317-8. 935-448

FODEN 6-wheeler double-drive 1850 3-compartment lagged tanker, £575.

A. E. CONNORTON, 328 Brixton Rd., S.W.9. Brixton 935-410

SELECTION of new tankers, various models. Isherwoods Garages, Ltd., 110 Buxton Road, Stockport. Phone 5083. 935-392

NEW 8-ton Dodge, fitted with Leyland engine and 308-cu.-ft. Bonalack Pneumajector bulk-carrying tank with blowing equipment.

CENTRAL GARAGE, Barnley Rd., South Elmsall, Yorks. Phone, South Elmsall 276 (three lines). 935-436

Tank Wagons Wanted

URGENTLY required for export order, modern 4-, 6- and 8-wheel mild-steel tankers for derv fuel-spirit transport, 1,500 to 4,000 gal. capacity. Only first-class vehicles considered. Please state details and price to Comberhill Garages, Ltd., Ings Rd., Wakefield, Yorks. 936-6595

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 932-839

THREE B.M.C. tippers, November, 1960, 25,000 miles only. Eaton rear axles, power steering, 9,000 tyres, heaters, steel bodies, as new, h.p. balance to clear. Phone, Leeds 22453. 938-xA841

FODEN 8-wheeled tippers, 26-cu.-yd. alloy bodies, 2-stroke engines, choice of two, single and double drive, automatic greasing throughout, ex large public concern, maintained in first-class order, further details from

GRANTHAM COMMERCIALS, 97 Burrowby Rd., Grantham. Phone 133. 935-335

FODEN 6-wheel 12-yd. tipper, good working order, £475. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-974

RYLAND GARAGE, LTD.

A SELECTION OF
8-WHEEL TIPPERS.

AT ATTRACTIVE PRICES.

1958 ATKINSON 6LW short-wheelbase bulk tipper, Pilot U7 gear, 26-cu.-yd. timber body, automatic greaser, latest fibreglass cab, 9,000 x 20 tyres, ready for work.

1959 ATKINSON 6LW coal tipper, many extras, fitted new alloy body.

1959 ATKINSON 6LX Gardner bulk tipper, Pilot gear, wood body, automatic lubrication, one careful owner, good set of tyres all round, repainted and available immediately.

RYLAND GARAGE, LTD.

RYLAND STREET,
OFF BROAD STREET,
BIRMINGHAM, 16.
Edgbaston 4501-5. 935-75

1954 A.E.C. 9.6 6-wheel tipper, 22-yd. 3-piece drop-side wooden body, Edbro gear, air brakes, £1,000.

CHAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 935-97

B.T.C. 26-cu.-yd. tipping trailer, new alloy body and gear, D20 X tyres, air brakes. Waltham Cross 22142.

1960 BEDFORD-YORK 14-ton artic. tipper, 20-cu.-yd. alloy body, Leyland engine, etc., will separate. Waltham Cross 22142. 935-123

1960 Thames Trader 6-wheeler bulk tipper in first-class order, one owner since new, £950.

1960 BEDFORD 8-type, 300 engine, 2-speed axle, alloy body, almost as new, £950.

1960 DODGE 6-wheel tipper, 373 Leyland engine, 2-speed axle, power steering, alloy drop-side 18-ft. body, in excellent order, £1,500.

1960 Trader 7-yd tipper, Edbro ram, £650.

1960 BEDFORD J-type tipper, Teleholat ram, £850.

ALSO many other good tippers in stock. 4-, 6- and 8-wheelers, terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-286

1961 GUY Invinible 8-wheel tipper, fitted with all extras, double drive and double drop-side alloy body, only £3,375, having £2,000 on brand new cost. John Osle, High St., Gargrave, Skipton. 937-x8780

1961 FORD Trader tipper, Hydovac brakes, as new, £700. Leytonstone 4900. 935-401

A56

Miscellaneous Vehicles (contd.)

GET THAT COMMERCIAL FROM

G.T.C. COMMERCIALS, LTD.

1961 BEDFORD 7-ton J-model drop-side tipper, steel body, 10,000 miles only, 9,000 x 20 tyres, £800.

1960 Thames Trader 7-ton medium-wheelbase tipper, drop-side steel body, 9,000 x 20 tyres, £700.

1960 BEDFORD 7-ton short-wheelbase tipper, drop-side steel body, 9,000 x 20 tyres, 2-speed axle, £650.

1960, September, Thames Trader 7-ton short-wheelbase tipper, tyres, differential and gearbox missing, £525.

1958 BEDFORD diesel normal-control short-wheelbase tipper, steel body, 8.25 x 20 tyres, one owner, £350.

1956 BEDFORD 5-ton short-wheelbase tipper, wooden drop-side body, ready for work, £175.

28 BOW RD. E.3. (30 yards from Bow Rd. Tube Station.) Advance 5342. 935-465

1960 FORD Trader 7-ton long-wheelbase 14-cu.-yd. wooden coal body, £745.

1960 FORD Trader 7-ton diesel short-wheelbase Hydovac brake tipper, £750.

1959 BEDFORD short-wheelbase diesel 7-ton coal body, £450.

1957 BEDFORD short-wheelbase 7-cu.-yd. petrol tipper, immaculate, £150.

DAWNIE MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2182. 935-418

Tipping Lorries Wanted

BEDFORD A-type short wheelbase and long wheelbase petrol also diesel P6 tippers and trucks required in good running condition. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 935-6525

WANTED for quarry work, 4-wheeled tipping trailers, must be cheap. Box CM3020, care of "The Commercial Motor". 935-517

TRACTORS

EX-W.D. SCAMMELL 6 x 4, fitted with winch, good condition, 48 Brook St., Oldham. 935-x8630

AUSTIN tractor unit, 1956, fifth-wheel coupling, for sale, good running order, reasonable offer accepted. D. Bennett, Ltd., Fareham, Hants. Phone 2220. 935-34

COMMER Superpoise Mk. IIIA 10-ton tractor unit, R6 diesel engine, 3-speed axle, heater, nearly new tyres and batteries, very sound condition. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Free 3333. 935-10

1959, October, B.M.C. 5.1 diesel prime mover, fifth-wheel coupler, 9,000 x 20 tyres, only 36,000 miles, as new condition, one careful owner and fully recommended, any reasonable offer accepted to clear.

1958 ALBION prime mover, big Leyland engine, Universal fifth-wheel coupler, suitable for platform or tank trailer (petroleum reg. conversion), offers wanted.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 935-76

SCAMMELL tractor with Ballast box and towing hook, 6LW Gardner engine and low-ratio rear axle.

SCAMMELL heavy-duty tractor unit, 6LW Gardner, 40 x 8 tyres, modern cab.

DIAMOND T heavy-duty tractor, Hercules diesel engine, twin-drive axles, power winch.

MERTON ENGINEERING CO. LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 935-172

1958 B.M.C. Tasker coupling, 2-speed axle, in very good condition, £250; 1956, as above, £200. 4 Carruthers St., Liverpool, 5. Central 2047. 935-224

1961 LEYLAND Beaver tractor unit, 680 engine, air brakes, S.A.E. coupling, in first-class order.

ALBION-LEYLAND tractor unit with Leyland 680 engine, air brakes, S.A.E. coupling, in first-class order, £600.

1958 LEYLAND Comet tractor unit, S.A.E. coupling, in first-class order, choice of three, £750 each; trailers available if required.

1960 Thames Trader tractor unit, S.A.E. coupling, in first-class order, £550.

ALSO many other good tractor units in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-295

SCAMMELL tractors (two), 1948, Meadows engines, good tyres, 14,000 x 20, in perfect condition, ex petroleum company, £850 for the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 935-534

Tractors Wanted

WANTED, A.E.C. Mandator articulated vehicle or tractor. Full particulars and price to: Spiers Road Services, Old Broughton Rd., Melskham, Wiltshire. Phone, Melskham 2424. 936-6557

SCAMMELL Highwayman fitted with 6LX; will consider other tractors fitted with 6LX; also 17-20-ton Trombone semi-trailer. Box CM345, care of "The Commercial Motor". 935-6570

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. zzz-883

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-962

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and apcs, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. zzz-912

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low loaders, box bodies, platform, pantechicons and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 935-286

Miscellaneous Vehicles (contd.)

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, Ignition, Liverpool. zzz-829

TASKERS trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.

SUITABLE for most kinds of prime mover, Land Rover, vans and cars.

COUPLINGS available. Taskers S.A.E./S.M.M.T. or fifth-wheel type, Taskers D-S double-safety automatic, also mechanical horns.

TRAILERS now in stock include: 10-, 12-, 14- and 16-ton super straights (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (D-S); 14-ton step-frame low-loader (S.A.E.); 6-ton Easy Loader (S.A.E. and D-S); 15-ton Twinside (S.A.E.); 10-, 12-, 16-, and 25-ton drop-frame low-loader (S.A.E.); 12-ton rear-steering PV semi-trailer. Fully illustrated leaflets on request.

TASKERS OF ANDOVER (932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex".

LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. zzz-961

E. C. G. TRAILERS, LTD.

HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK.

NEW TRAILERS, ANY PICK-UP, IMMEDIATE DELIVERY.

YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW.

THE STONE WORKS, SILWOOD STREET, S.E.16. Phone, Bermondsey 1157-8-9. 940-06163

TWO 10-12-ton Brockhouse trailers, fitted with oscillating rear axle, cost new £1,400 each, accept £700 for the two.

CHARLES FITZ-HUGH, 1237 Stratford Rd., Hall Green, Birmingham, 28. Springfield 1558. 935-27

23-FT. by 7-ft. 9-in. SCAMMELL export trailer chassis, air brakes, as new, £235. Trime 3146. 935-357

20-FT. Crane drawbar trailer, multi-wheeler.

C. RUSSETT, 155 Millbank St., Northam, Southampton 26590. 935-406

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
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935-32

E. & R.

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BOWHOUSE, HULFORD, BY KILMARNOCK,
AYRSHIRE.

on

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935-6592

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935-6546

OLD established haulage business, limited company, south-west Lancs, modern fleet 22 vehicles, excellent premises and stores. Box CM349, care of "The Commercial Motor."

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SMALL road haulage business for sale, Eastern area, close to Great North Road. A licence, premises available if required. Write Box No. SR 6692, care of Whites, 72 Fleet St., E.C.4.

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935-23

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935-21

43 TONS of A licence vehicles, 8-wheelers, limited company, South Wales area. Newport 5941.

935-100

SEE our advertisement under Miscellaneous for large and small "A" and "B" licence businesses, Wilde and Bennett, Ltd.

935-208

FOR sale, two low-loaders with 24 tons A licence, East Midlands Area. Box CM3518, care of "The Commercial Motor."

936-6604

HAULAGE business for sale with A and B licences, East Midlands. Box CM3517, care of "The Commercial Motor."

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DEVON. Garage, filling station, bungalow and light engineering works on one of the busiest main roads in the county. Not tied. 50,000 gal. petrol p.a. Freehold, £18,000. Vick and Price, 79 Boutport St., Barnstaple. (Phone 435-8-9.)

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1954 BEDFORD diesel Luton van with A licence for the carriage of furniture and parcels, etc., North West Area, £1,450. Box CM3515, care of "The Commercial Motor."

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EAST MIDLANDS Area, old-established coach business, comprising two fully licensed modern coaches with scheduled bus services; also for purchase or lease, up-to-date garage premises (built 1951) and equipment. Apply, Henry H. Bleisoe and Son, Estate Agents, Thrapston, Northamptonshire. (Phone 241.)

935-276

A Licence, two vehicles, 11 tone, Metropolitan area. Box CM347, care of "The Commercial Motor."

935-542

Businesses, Premises, Offices, Etc., Wanted

WANTED A or B licence general goods in S.W. Traffic area, unladen weight 3 tons approximately, must be good radius. Box CM3213, care of "The Commercial Motor."

935-6539

TRANSPORT premises and vehicles on A licence required in central or north-east London, large or small. Welch's Transport, Ltd., Stapleford, Cambs.

935-6573

PLANT company requires depot north-west of London, not more than 20 miles from centre and with good approach, minimum area of half acre, with or without buildings, will purchase or lease. Full details and plans to Box CM357, care of "The Commercial Motor."

935-22

HAULAGE business, general goods, Metropolitan area, from 5-20 tons. Percy D. Sleeman, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987.

935-127

COMMERCIAL premises, etc., hardstanding, depot or similar within 10 miles of M1 or A5. Box CM3514, care of "The Commercial Motor."

937-6600

STORAGE premises wanted for commercial vehicles, leasehold or freehold any part of London. Box CM3519, care of "The Commercial Motor."

935-462

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WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission, as we have numerous clients on our books.

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SMALL profit-making haulage business required, in Metropolitan area, existing management retained, fullest details to Box CM3524, care of "The Commercial Motor."

935-488

CONTRACTS FOR HIRE AND WANTED

HAULAGE work wanted. Will buy vehicle to suit. R. Parrish, 92 Essex Rd., London, E.12. 935-8770

CONTRACT work required for 33-wheeler coach or 7-ton long-wheelbase tipper, owner driven. Phone, Malden (Surrey) 5766. 935-304

SMALL haulier now running tippers, seeks expansion with contract licences, any work to or from South Wales area; anything considered, Box CM3520, care of "The Commercial Motor."

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SALES MANAGER, fully experienced man required for main dealership in South London. Inquiries in strict confidence. Box CM358, care of "The Commercial Motor."

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A well-known firm of commercial vehicle manufacturers require a sales representative for the North of England. Applicants should have had previous experience in the heavy commercial field. Full details in strict confidence to

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CARE OF "THE COMMERCIAL MOTOR."

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935-63

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THE GENERAL MANAGER,

372, 406-410 CHEPSTOW ROAD,

NEWPORT, MON. 935-202

Vauxhall/Bedford main dealer S.W. London requires a commercial-vehicle salesman with car experience, only applicants with at least five years' experience need apply, salary, commission, car provided. Box No. 5459, Mason Peacock, Ltd., 184 Strand, London, W.C.2. 935-36

Miscellaneous Advertisements (contd.)

VAUXHALL and Bedford salesman required, write giving fullest particulars to Sales Manager, G.N. Ltd., 278-300 Bulham High Rd., S.W.17. 936-6583

ADDITIONAL commercial-vehicle sales representatives will be required by Morris commercial-vehicle distributors located on the South Coast. The situations arise through expansion and the opening of a complete new distribution branch.

APPLICANTS must have experience in commercial-vehicle selling and apply in the first instance to:—
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MANAGING DIRECTOR,

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936-6594

EXPERIENCED commercial vehicles salesman with first-class sales record and ability to negotiate at all levels required by long-established Rootes main dealers; this is a permanent pensionable position and will appeal to the man with exceptional ability. Fullest details in writing to Ray Powell, Ltd., Eastern Avenue, Ilford, Essex. 935-99

TRAFFIC manager required for expanding coach company, South London. Phone, Richmond 5661. 935-319

DEPOT manager. Applications are invited for the position of depot manager with an established Manchester haulage company. The selected candidate must be capable of working on own initiative and have thorough knowledge of all aspects of transport procedure including costing, maintenance and licensing. Salary offered £1,000 per annum plus company car and non-contributory pension scheme after 12 months' service.

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TRANSPORT manager required to take control of large removal and warehousing company (30 vehicles) West Lancs coast, remuneration commensurate with experience and ability, young man preferred. Box CM3010, care of "The Commercial Motor." 935-526

WANTED, competent Vauxhall-Bedford storekeeper-counter hand, high wages and lodging allowance. Apply Green Garage (Bedford), Ltd., 641 Staines Rd., Bedford, Middx. 935-532

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Tender forms and further particulars from the Engineer and Surveyor, Council Offices, Whitworth, near Rochdale. Tenders in plain sealed envelopes marked "Tender for Tractor" to be received by the undersigned not later than December 1, 1961.

Council Offices,
Whitworth,
Near Rochdale.

E. R. CRAWSHAW,
Clerk of the Council.
935-18

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TENDERS ARE INVITED FOR THE SUPPLY OF:—

(A) ONE 4-CU.-YD. TIPPER BODY MOUNTED ON A 5-TON FORDSON THAMES CAB AND CHASSIS DIESEL ENGINE).

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Tender forms, specifications and drawings from Chief Transport Officer, Cove Lane, Chelmsford. Tenders to Clerk of the County Council, County Hall, Chelmsford by December 4, 1961, in plain sealed envelope marked "Tender for Commercial Vehicles." 935-487

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Tender forms and details of part-exchange cars from Chief Transport Officer, Cove Lane, Chelmsford. Tenders to the Clerk of the County Council, County Hall, Chelmsford, by December 4, 1961, in plain sealed envelopes marked "Tender for Cars." 935-1

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free. Descriptive list. Send for.

CHARNOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-869

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THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

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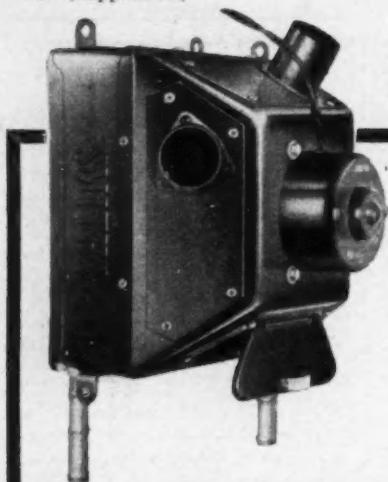


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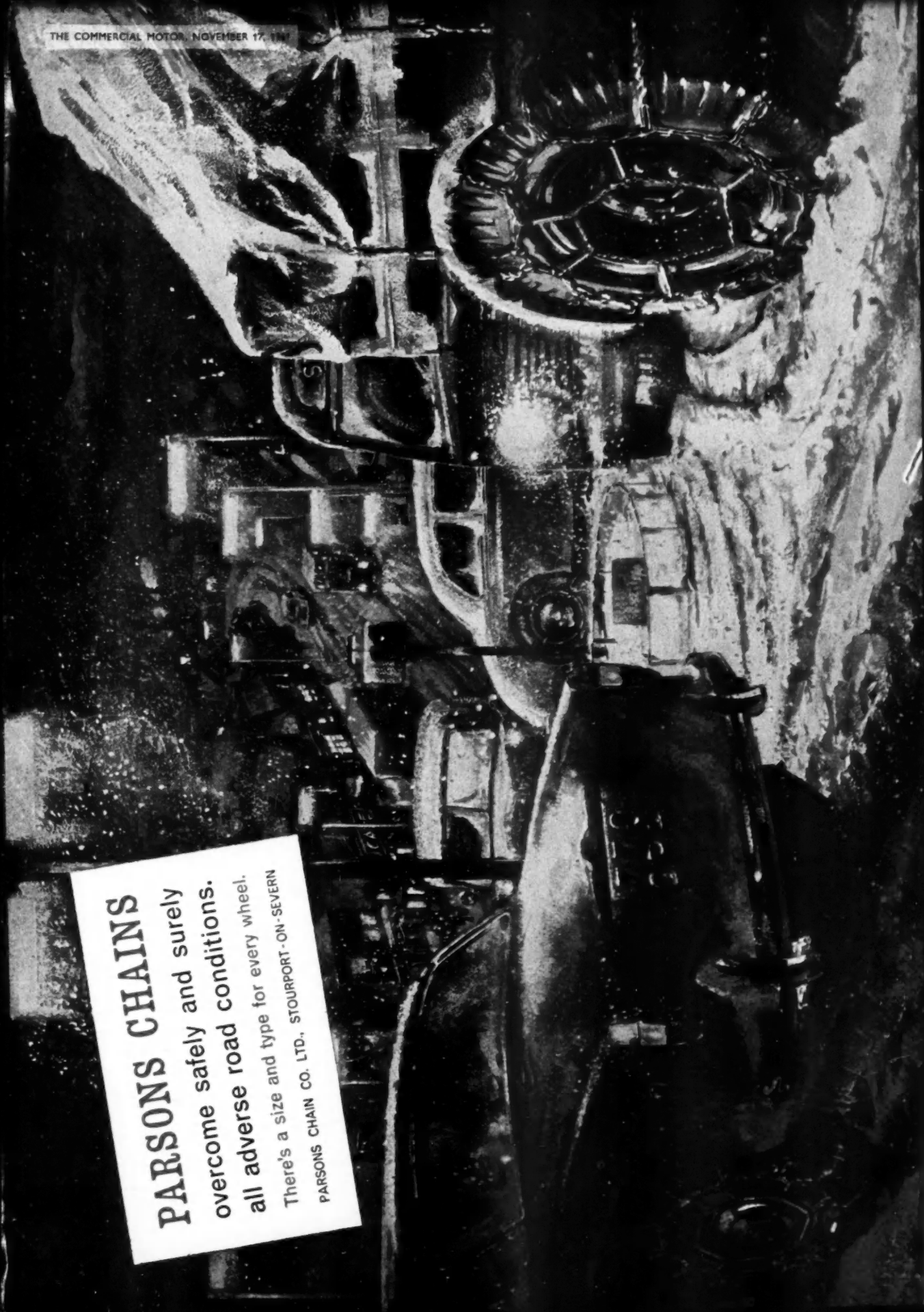
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